

HELIOTYPE PTG. CO BOSTON

SECTION G, WEST OF MURRAY ST., 1897.

CITY OF CAMBRIDGE

C.R.

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# PARK DEPARTMENT

## ANNUAL REPORTS

FOR THE YEAR 1897



PRINTED FOR THE DEPARTMENT

Press of  
Cambridge Chronicle  
1898

48118







# CITY OF CAMBRIDGE PARK COMMISSION

Plan showing restrictions  
on land of

## CHARLES RIVER EMBANKMENT COMPANY

SCALE  
0 50 100 200 300 400 500

1897.

### PARK COMMISSIONERS

Geo. Howland Cox, Chairman.  
John O'Brien.  
William M. Richardson.

L.M. Hastings,  
City Engineer.

Boston and Albany Railroad

VASSAR

STREET

No house to be erected to cost less than  
apartment house to cost less than

\$3500.00 and no  
\$1500.00 per suite.

WELLESLEY

No house on this street to cost less than \$4000.00 and no apartment house to cost less than \$2000. per suite.

STREET

STREET

AVE.

STREET

STREET

PRINCETON

All buildings on this street to be built of brick, stone or iron.  
No building to cost less than \$5000. and no apartment house to cost less than \$2000 per suite.

STREET

AMHERST

All buildings on this street to be built of

brick, stone or iron. No building to

cost less than \$5000. and no apartment house

to cost less than \$2500. per suite

STREET

RESTRICTIONS 100 FEET FROM ESPLANADE  
less than \$3000. per suite. No building to be used  
to exceed 80 ft. in height above edge stone.  
20 FOOT BUILDING LIMIT. Only steps and bay

All building to be built of brick stone  
for livery stable, mechanical or manu-  
No roof to be used for laundry or  
windows in this space. Steps only

or iron. No building to cost less than  
facturing purposes. No building to be less  
clothes drying purposes.  
to extend more than 5 feet beyond wall

\$7000. and no apartment house to cost  
than 3 or more than 8 stories in height or  
of building.

THE ESPLANADE

SEA WALL

CHARLES RIVER

HARVARD  
BRIDGE

G.S. Whithead, Del.

HELIO TYPE PRINTING CO., BOSTON.

FIFTH ANNUAL REPORT  
OF THE  
BOARD OF PARK COMMISSIONERS  
OF THE  
CITY OF CAMBRIDGE.

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*To the Honorable, the City Council of the City of Cambridge:*

Gentlemen:—The Board of Park Commissioners has the honor to submit herewith its fifth annual report for the year ending November 30, 1897, and also the fourth annual report of the General Superintendent of Parks, as required by Section 4 of the Ordinance establishing a Park Department.

During the past several years, a private company has spent vast sums of money in reclaiming the marshes and flats lying on both sides of Massachusetts Avenue, between the Grand Junction Railroad and the river. These lands, with a southern exposure and an Esplanade two hundred feet wide extending along their entire frontage on the river, offer a most advantageous location for residential purposes, and when built upon will add enormously to the taxable values of Cambridge.

It was evident to the Park Commissioners that this Esplanade should extend to West Boston Bridge, and the balance of the flats filled to be used for business or residential purposes. To this end negotiations were carried on for two or more years with



the several owners of the flats, and on February 23, 1897, the Board submitted the following report and recommendations:

BOARD OF PARK COMMISSIONERS OF THE  
CITY OF CAMBRIDGE,  
February 23, 1897. }

*To the Honorable, the City Council of the City of Cambridge:*

Gentlemen:—The Park Commissioners have the honor to present the following report:

The section of shore between the West Boston Bridge and the easterly end of the property of the Charles River Embankment Company, with the exception of the small piece between River Street and Western Avenue, is the only portion of the river shore between West Boston Bridge and Cambridge Hospital not controlled by the City.

Negotiations toward acquiring this property have been in progress during the past two years. Upon the terms named in deed and indenture hereinafter annexed, the owners have agreed to transfer to the City all their rights, title and interest in that parcel of land bounded as follows:—

Southerly by the United States pier and bulkhead line, established in accordance with the Statutes of the United States and approved by the Secretary of War on the thirteenth day of February, in the year eighteen hundred and ninety, twenty-five hundred and twenty-two feet, more or less; northwesterly by land of the Charles River Embankment Company, two hundred and thirty-one and thirteen one-hundredths feet; northerly by a line parallel with said pier and bulkhead line and two hundred feet distant northerly therefrom, twenty-one hundred and seventy-five feet, more or less; and northeasterly by Main Street and West Boston Bridge, two hundred and fifty-four feet, provided the City will construct a sea wall along the front of the property, and fill in the Parkway to the established grade, on or before February first, eighteen hundred and ninety-nine, the several owners agreeing to fill the remaining lands to the same grade at the same time.

The title to about one-half of this property now vests in two

Trustees. On February first, eighteen hundred and ninety-nine, this trust expires, and the property passes into the control of the seventeen beneficiaries. The Trustees have no power to bind the *cestui que trust* beyond the term of their office, so any agreement must be fulfilled before the expiration of the trust in order to properly protect the interests of the City.

If the Charles River Embankment Company will include in their deed to the City certain restrictions as to building line, etc., the same as required by the Park Commissioners from other owners of property along the river park line, we recommend the taking by the City of this section of shore property heretofore described.

Should the City Council favor the taking of this property for park purposes under Chapter 508 of the Acts of 1896, the Park Commissioners are ready to proceed with the contracts and specifications, having the assurance that the work can be completed within the specified time.

Respectfully submitted,

GEO. HOWLAND COX,

JNO. O'BRIEN,

HENRY D. YERXA,

*Park Commissioners.*

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[Form of Deed and Indenture mentioned in second paragraph of foregoing communication.]

KNOW ALL MEN BY THESE PRESENTS, that we, George G. Crocker and Edward P. Fisk, Trustees under a deed from the Heirs of William Fisk, recorded with Middlesex South District Deeds, Book 2,252, Page 32, Mary G. Fiske, of Cambridge, in the County of Middlesex and Commonwealth of Massachusetts, and Edward Kendall, George F. Kendall, James H. Kendall, George B. Roberts, Horace O. Bright, Henry N. Tilton, Frederick W. Tilton, William H. Wood, all of said Cambridge, and said Henry N. Tilton as he is Trustee under the will

of Benjamin R. Tilton, in pursuance of the terms of a certain Indenture made by and between George G. Crocker and Edward P. Fisk, Trustees, and others, and the City of Cambridge, a municipal corporation duly established by law in the Commonwealth of Massachusetts, dated May 7, A. D. 1897, and recorded with Middlesex South District Deeds, Book 2,572, Page 368, and in consideration of the covenants and agreements therein contained and to be performed by said City, and for the further consideration of the sum of one dollar and other good and valuable considerations to us paid by said City of Cambridge, and such sum or sums as may in the future be assessed for betterments upon our other land by reason of the taking or purchasing of land for a park or parks, under Chapter 341 of the Acts of 1892, and Chapter 337 of the Acts of 1893, and any and all Acts amendatory thereof and supplementary thereto, do hereby remise, release and forever quitclaim unto the said City of Cambridge, its successors and assigns forever, a certain piece or parcel of land situated in said Cambridge, being all that strip of land or flats two hundred feet wide bounded and described as follows, viz.:—

Beginning at a point on the United States pier and bulkhead line, on the northerly side of Charles River and southwesterly of West Boston Bridge (which said pier and bulkhead line is hereinafter more fully described), at its intersection with the line which divides the lands and flats of George G. Crocker and Edward P. Fisk, Trustees, and Mary G. Fisk, from the lands and flats now or late of Benjamin F. Brown, and running southwesterly along said pier and bulkhead line to the point of its intersection with the middle line of Pioneer Street extended southerly from Main Street; then turning and running northerly along said middle line of Pioneer Street extended as aforesaid, two hundred and thirty-one and thirteen one-hundredths (231.13) feet; then turning and running northeasterly by a line parallel with and distant always two hundred (200) feet northerly from said pier and bulkhead line to the said line dividing the lands and flats of George G. Crocker and Edward P. Fisk, Trustees, and Mary G. Fisk, from the lands and flats now or late



of Benjamin F. Brown; then turning and running southeasterly on said dividing line to the point of beginning.

The United States pier and bulkhead line above referred to was established in accordance with the Statutes of the United States, by the Secretary of War, February 13, 1890, and is described in Appendix B of the Annual Report of the Chief of Engineers, U. S. A., for 1890, and the portion thereof running southwesterly from West Boston Bridge beyond the middle line of Pioneer Street extended as aforesaid is described as follows:—Beginning at a point on the northerly side of West Boston Bridge at its intersection with the face of the wharf, and marked by a copper tack through an iron plate on the cap outside of the brick sidewalk, and indicated on the plan by the letter “A”; thence running southwesterly on a curve of 951.34 feet radius (tangent at point “A” to the pier and bulkhead line running between West Boston and Craigie’s Bridges) for a distance of 503.01 feet; thence continuing southwesterly on a straight line tangent to said curve for a distance of 6,838.19 feet, etc. The said line is delineated on a plan or tracings referred to in said report.

The described premises are shown on a plan made by Lewis M. Hastings, City Engineer of said Cambridge, dated May 10, 1897, and recorded with the said Middlesex South District Deeds, Book of Plans 104, Plan 43, to which plan reference may be had for a more particular description of said premises. This release is made subject to the covenants and agreements contained in the above-named Indenture, which are, until the entire performance thereof, to be of full force and effect, the same as if contained at length herein.

And for the above-named consideration we do also respectively, each one to the extent of his ownership only, hereby give and grant unto the City of Cambridge the right to slope or bank the filling, where required for grading said park, to the grade to be established therefor by the Park Commissioners of said City, upon our respective remaining land abutting upon said park, and do also, respectively but not jointly, for ourselves and our heirs, executors, administrators, successors and assigns, covenant

and agree with the said City of Cambridge that we will not and they shall not make or have any claim or demand against said City for damages in consequence of the omission by said City to build or maintain a retaining wall or bulkhead to support such filling, and further that we will not, and they shall not remove or permit to be removed by any person other than the officers or agents of said City any portion of the filling placed or sloped upon our said remaining land abutting upon said park in grading the same as aforesaid, unless a retaining wall or bulkhead to support said filling shall be built upon the line of our said remaining land abutting upon said park.

And for the consideration aforesaid each of us hereby to the extent of our respective interests therein, release and forever discharge the said City of Cambridge of and from any and all damages, actions and causes of actions whatsoever arising out of and in any way connected with said taking or purchase of the above described land, except such damages, actions and causes of actions as may arise from a failure to carry out the terms and provisions of the aforesaid Indenture dated May 7, 1897.

AND for the above-named consideration and the further consideration that said City of Cambridge shall construct along the boundary line of said park, within said parcel of land, a roadway and walk to which we and our heirs, successors and assigns (owners or occupants of adjoining lands of grantors), shall have free access, with the right to use the same for the purposes of a way, subject to such reasonable rules and regulations as may from time to time be made by the Park Commissioners of said City, or by any other board or department having for the time being the control and management of said park, we hereby, for ourselves and our heirs, executors, administrators and successors, respectively covenant with said City of Cambridge, that we and our heirs, executors, administrators and successors will hold our respective remaining land abutting upon said park, and to a distance of one hundred feet therefrom, subject to the following restrictions, which shall be inserted or referred to in any conveyance hereafter made by us or them of the whole or any part of said restricted land:—

1. No building erected or placed upon the premises within one hundred feet of said park and parkway shall be used for a livery or public stable, nor exceed five stories in height above the basement or cellar, nor exceed sixty feet in height from the mean grade of the edgestone or sidewalk in front to the ceiling of the extreme upper story (excepting churches or chapels).

2. No building shall be erected or placed upon said premises within twenty feet from the exterior line of said park; provided that steps, windows, porticoes and other usual projections appurtenant to the front wall of a building are to be allowed in this reserved space of twenty feet, subject to the following limitations, viz: first, that no projections of any kind (other than door-steps and balustrades connected therewith, and also piazzas projecting not more than ten feet) shall extend more than five feet from the rear line of the aforesaid space; second, that no projections in the nature of a bay-window, corner-bay, circular front, or octagon front, with the foundation wall sustaining the same (such foundation wall being a projection of the front wall), will be allowed (excepting oriel windows above the first story on a street corner), unless any horizontal sections of such projections would fall within the external line of trapezoids, the sum of whose bases upon the rear line of the aforesaid space does not exceed seven tenths of the whole front of the building, and the base of any one of which trapezoids does not exceed eighteen feet, and whose side lines make an angle of forty-five degrees with the base; and each house in a block shall be considered a separate building within the meaning of this limitation.

The restrictions above set forth shall continue in force, except as otherwise provided in the aforesaid Indenture dated May 7, 1897, so long as such roadway and walk shall be maintained by said City of Cambridge, and the grantors, their heirs, executors, administrators, successors and assigns, owners or occupants of grantors' adjoining lands, shall have free access thereto and liberty to use the same for the purposes of a way, subject to the rules and regulations aforesaid.

TO HAVE AND TO HOLD the aforegranted premises to the said City of Cambridge, its successors and assigns in fee sim-



ple forever. And we, the said grantors, for ourselves and our heirs, executors and administrators, respectively, to the extent of our ownership, do covenant with the said City of Cambridge that the aforereleased premises are free from all incumbrances made by us respectively. And that we respectively will, and our heirs, executors and administrators shall warrant and defend the same to the said City of Cambridge forever against the lawful claims and demands of all persons claiming by, through or under us respectively, but against none other.

And for the consideration aforesaid, we, Reliance Kendall, wife of said Edward Kendall, Ina C. Kendall, wife of said George F. Kendall, Etta F. Kendall, wife of said James H. Kendall, Lucy C. Roberts, wife of said George B. Roberts, Junia O. Bright, wife of said Horace O. Bright, Annie M. Tilton, wife of said Henry N. Tilton, Ellen Tilton, wife of said Frederick W. Tilton, and Anna M. Wood, wife of said William H. Wood, hereby join in this conveyance in token of our assent to the same, and hereby release under this instrument to the said grantee all right of and to both dower and homestead in the granted premises.

IN WITNESS WHEREOF we, the said George G. Crocker and Edward P. Fisk, Trustees as aforesaid, Mary G. Fisk, Edward Kendall, George F. Kendall, James H. Kendall, George B. Roberts, Horace O. Bright, Henry N. Tilton, Frederick W. Tilton, William H. Wood, Henry N. Tilton, as Trustee as aforesaid, Reliance Kendall, Ina C. Kendall, Etta F. Kendall, Lucy C. Roberts, Junia O. Bright, Annie M. Tilton, Ellen Tilton and Anna M. Wood hereunto set our hands and seals this 29th day of June, A. D. 1897.

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THIS INDENTURE made this 7th day of May, A. D. 1897, by and between George G. Crocker and Edward P. Fisk, Trustees under a deed from the Heirs of William Fisk, recorded with Middlesex South District Deeds, Book 2,252, Page 32, Mary G. Fisk, of Cambridge, in the County of Middlesex and Commonwealth of Massachusetts, and Edward Kendall, George B. Roberts, Horace O. Bright, Henry N. Tilton, Frederick W. Tilton, William H. Wood, all of said Cambridge, and said Henry N.



HELIOTYPE PTD. CO BOSTON

SEA-WALL ON CHARLES RIVER.

LOOKING WEST FROM WEST BOSTON BRIDGE.





Tilton, as he is Trustee under the will of Benjamin R. Tilton, parties of the first part, and the City of Cambridge, a municipal corporation duly established by law in said Commonwealth, party of the second part, witnesseth as follows, viz.:—

## I.

The parties of the first part, in consideration of the agreements of the party of the second part herein contained, each covenanting only for himself and themselves, and his and their respective heirs, successors and assigns, hereby agree with the party of the second part as follows, viz:—

1st. They will remise, release, and forever quitclaim unto the party of the second part, each releasing his or their own right, title and interest therein, all that strip of land or flats situated in the City of Cambridge, 200 feet wide, which is shown on the plan of Lewis M. Hastings, City Engineer of said Cambridge, dated May 10, 1897, and to be recorded herewith, and bounded and described as follows, viz:—

Beginning at a point on the United States pier and bulkhead line, on the northerly side of Charles River and southwesterly of West Boston Bridge (which said pier and bulkhead line is hereinafter more fully described), at its intersection with the line which divides the lands and flats of George G. Crocker and Edward P. Fisk, Trustees, and Mary G. Fisk, from the lands and flats now or late of Benjamin F. Brown, and running southwest-erly along said pier and bulkhead line to the point of its inter-section with the middle line of Pioneer Street extended southerly from Main Street; then turning and running northerly along said middle line of Pioneer Street extended as aforesaid, two hundred and thirty-one and thirteen one-hundredths (231.13) feet; then turning and running northeasterly by a line parallel with, and distant always two hundred (200) feet northerly from said pier and bulkhead line to the said line dividing the lands and flats of George G. Crocker and Edward P. Fisk, Trustees, and Mary G. Fisk, from the lands and flats now or late of Benjamin F. Brown; then turning and running southeasterly on said di-viding line to the point of beginning.

The United States pier and bulkhead line above referred to

was established in accordance with the Statutes of the United States, by the Secretary of War, February 13, 1890, and is described in Appendix B of the Annual Report of the Chief of Engineers, U. S. A., for 1890, and the portion thereof running southwesterly from West Boston Bridge beyond the middle line of Pioneer Street extended as aforesaid is described as follows:— Beginning at a point on the northerly side of West Boston Bridge at its intersection with the face of the wharf, and marked by a copper tack through an iron plate on the cap outside of the brick sidewalk, and indicated on the plan by the letter “A”; thence running southwesterly on a curve of 951.34 feet radius (tangent at point “A” to the pier and bulkhead line running between West Boston and Craigie’s Bridges) for a distance of 503.01 feet; thence continuing southwesterly on a straight line tangent to said curve for a distance of 6,838.19 feet, etc. The said line is delineated on a plan or tracings referred to in said report.

The releases of the various parties hereto of the first part shall be made forthwith, upon the request in writing of the party of the second part, and shall be made by deeds substantially in the form of deed hereunto annexed and marked “Appendix A.”

2nd. They will, respectively, cause to be filled to grade 18, Cambridge grades, all the flats belonging to them, respectively, not already so filled, which are bounded southerly and southeasterly by the said strip of flats to be released to said City as aforesaid, westerly by the middle line of Pioneer Street extended from Main Street to the said strip, and northerly by Main Street and the West Boston Bridge, such filling to be completed on or before January 1, 1899. And it is agreed that if any one of the parties of the first part shall fail so to fill or to complete the filling of the portion of the said flats belonging to him or them, then the party of the second part shall forthwith proceed to fill as aforesaid such portion of said flats, and the expense thereof shall constitute an indebtedness on the part of the party so failing to fill as aforesaid to the said party of the second part, to secure the payment of which indebtedness the party of the second part shall have a lien upon the lands and flats which it

has filled as aforesaid, and if the payment therefor shall not have been fully made when such portion shall be completely filled as aforesaid, by the party of the second part, the party of the second part may sell the whole, or any part of such portion, by public auction, in the City of Cambridge, to the highest bidder, first giving notice of such sale, stating the time and place of sale, with a sufficient description of the land to be sold and of the expense incurred in the filling thereof, by publication at least once each week for six successive weeks, in some one newspaper published in said City of Cambridge, and also in some one newspaper published in the City of Boston; and upon such sale the said party of the second part may, in its own name, or in the name of the party to whom such portion shall belong, convey the same by a good and sufficient deed to the purchaser, and such purchaser shall not be held to see to the application of the purchase money. The party of the second part shall from the proceeds of any such sale, reimburse itself for all costs and expenses incurred by it in filling the portion so sold and for all reasonable expenses incurred in making such sale and conveyance, and shall pay over the balance, if any, remaining to the party whose portion is so sold and conveyed, or to his heirs, successors or assigns. Any sale so appointed may be adjourned from time to time for periods not exceeding seven days each, when, in the opinion of the party of the second part, it shall be expedient in order to secure an advantageous sale, notice of every such adjournment being published once at least in each newspaper in which the original publication of sale was made.

3rd. They will respectively permit the agents and employees of the party of the second part, during and for the purpose of the filling of the said land hereby released, and also of the filling of any portion of the remaining flats of any one of the said parties of the first part under the above provisions, to pass and repass over any of their other flats, whether filled or unfilled, in such manner as the said party of the second part shall deem necessary in order to accomplish such filling; and the parties of the first part will in like manner permit each the other to pass and repass over their respective flats for the purpose of filling their respec-



tive flats, as may be required by this Indenture; but it is distinctly understood and agreed that any right to pass and repass as granted herein shall expire on February 1, 1899.

4th. Each of the parties of the first part, respectively, will give the said party of the second part the right, so far as he or they are able to grant it, to dredge from his or their remaining flats outside of the United States pier and bulkhead line as hereinbefore described, so much material as may be sufficient to fill to the grade established therefor that part of the said strip to be hereunder conveyed which belongs to him or them respectively; but it is distinctly understood and agreed that no dredging shall be done under this clause from the flats within the limit of private ownership (viz., between the shore or upland line and a line one hundred rods distant therefrom toward the main channel of the river), until all available material outside of said one hundred rod line shall have been dredged and used; and such dredging as shall be done hereunder within the said limit of private ownership shall first be done in the parts more remote from the shore and the more remote material shall be first used.

## II.

In consideration of the foregoing agreements of the said parties of the first part, the said party of the second part hereby agrees with the said parties of the first part and their respective heirs, successors and assigns, as follows, viz.:—

1st. The said party of the second part shall, on or before December 31, 1897, construct and complete a good and substantial sea wall, equal in all respects to that already constructed by the Charles River Embankment Company, extending along the entire southerly and southeasterly or outside line of the said strip of flats two hundred feet wide, to be released as aforesaid and continuously from the line of the present wall of the said Charles River Embankment Company to the said West Boston Bridge, and shall on or before January 1, 1899, fill to the grade established therefor by the Park Commissioners, the entire said two hundred foot strip to be released to it as aforesaid.

2nd. The said party of the second part shall, within three

years from the date of this Indenture, construct and put in suitable and proper condition for use upon said two hundred foot strip, along the northerly and northwesterly boundary line thereof, a roadway and walk to which the said parties of the first part and their successors, heirs and assigns, owners and occupants of the said adjoining and remaining lands, shall have free access, with the right to use the same for the purposes of a way and walk, subject to such reasonable rules and regulations as may be made from time to time by the Park Commissioners of the City of Cambridge, or other board or department having for the time being control and management of said park and parkway; and it is expressly understood and agreed that said roadway and walk shall always be and remain a public way not less than forty feet in width, and that if the City of Cambridge at any time abandons the use of the remainder of the two hundred foot strip (to be conveyed under this Indenture), as a park and parkway, then the restrictions set forth in the form of deed hereto annexed as aforesaid, and the limitations on the use of said roadway and walk therein set forth shall cease and be void.

3rd. The said party of the second part will permit the parties of the first part and their agents and employees, during and for the purpose of the filling of the remaining flats of the parties of the first part enclosed by said two hundred foot strip as above provided to be done, to pass and repass over said two hundred foot strip, whether filled or unfilled, in such manner as the said parties of the first part shall deem necessary in order to accomplish such filling; but it is distinctly understood and agreed that any right to pass and repass as granted herein shall expire on February 1, 1899.

4th. The said party of the second part shall, in the month of January of each year, beginning with the January next succeeding the date of this Indenture and continuing until the end of ten years after the filling herein agreed to be done by both parties shall have been completed, as a further consideration of the land hereinbefore agreed to be conveyed, and in case said land is so conveyed, pay to each of the parties of the first part, his or their heirs, devisees, representatives or successors, a sum

of money equal to the excess of the amount of the taxes which shall be assessed for each such year, upon the lands and flats then owned by such party, his or their heirs, devisees, representatives or successors, situated easterly of the middle line of Pioneer Street extended and southerly of Main Street and the West Boston Bridge, over the amount of the taxes assessed upon the same lands and flats for the year 1896, excluding from such excess the taxes which may be assessed upon any buildings which may be erected after the date of this Indenture; it being intended and agreed that such payment shall be yearly made in respect to all lands which shall continue to be held by the said parties of the first part or by their respective heirs, devisees, or successors, but that no such payment shall be made in respect to any of said lands or flats which shall be sold and conveyed to others. All such sums so to be paid shall, by the party of the second part, be deposited with the City Treasurer of the City of Cambridge, and be made payable on demand to the said parties of the first part, their heirs, devisees, representatives or successors, respectively entitled thereto.

5th. The said party of the second part will assume and pay all such sums as shall be assessed or made chargeable as betterments or otherwise, upon the said remaining lands or flats of the parties of the first part, situated easterly of the middle line of Pioneer Street extended and southerly of Main Street and the West Boston Bridge, by reason or growing out of the laying out, establishment or construction of a park and parkway by the party of the second part, upon the two hundred foot strip hereinbefore agreed to be conveyed, and will also pay all such other charges and sums of money for which the parties of the first part, or any of them, shall be liable, as may be made, or arise from, or be connected with the displacement of tide water caused by the filling of all or any of the said flats as herein agreed upon, if such filling is taken from the Charles River, and will save the said parties of the first part, and each of them, harmless from all such assessments, charges or payments.

IN WITNESS WHEREOF and of all and singular the foregoing the said parties of the first part have hereto set their hands

and seals, and the said party of the second part has caused its corporate seal to be hereto affixed and these presents to be signed in its name and behalf by Alvin F. Sortwell, its Mayor, hereto duly authorized, the day and year first above mentioned.

(Signed),

GEORGE G. CROCKER, } *Trustees.*  
EDWARD P. FISK, }

MARY G. FISK.

EDWARD KENDALL.

GEORGE B. ROBERTS.

HORACE O. BRIGHT.

HENRY N. TILTON.

FREDERICK W. TILTON.

WM. H. WOOD.

HENRY N. TILTON,

*Trustee under the will of  
Benj. R. Tilton.*

CITY OF CAMBRIDGE,

By Alvin F. Sortwell, *Mayor.*

[Agreement to restrict land and convey streets belonging to Charles River Embankment Company and others.]

THIS AGREEMENT, made this seventh day of May, A. D. 1897, by and between the Charles River Embankment Company, a corporation organized under Chapter 211 of the Acts of Massachusetts passed in the year 1881, John Souther, Charles H. Souther, Oliver Ames, Samuel Carr, and Oliver W. Mink, the latter three as Trustees of the estate of Frederick L. Ames, deceased, and all in the Commonwealth of Massachusetts, the parties of the first part, and the City of Cambridge, a municipal corporation legally established in the County of Middlesex in said Commonwealth, party of the second part.

Witnesseth: That, whereas, the parties of the first part are the owners of certain lands, situated within the territorial limits of said Cambridge, on both sides of Massachusetts Avenue, bounded southerly and easterly by the Esplanade, so-called, westerly by



land of City of Cambridge taken for a parkway and by land of Jennie G. Carter, northerly and westerly by the Boston & Albany Railroad, easterly and southerly by other land of said estate of said Frederick L. Ames, deceased, and of F. W. Rogers, Trustee, other land of Charles H. Souther and land of Harriett A. Porter, all as shown on a plan herewith to be filed, entitled "Plan Showing Location of Streets on Land of Charles River Embankment Company and Others, Cambridge, Mass.," Aspinwall & Lincoln, Surveyors, dated Nov. 15, 1895, and said boundaries marked in red ink on said plan, and

Whereas, the party of the second part proposes to extend the Esplanade as now constructed easterly to Main Street, so as to make one continuous parkway from Brookline Street, including said Esplanade running southerly and easterly to Main Street, and

Whereas, the said parties of the first part propose to improve yet more the territory included in the bounds first above described,

NOW THEREFORE be it hereby known that in consideration of the sum of one dollar to them paid by the party of the second part, the receipt whereof is hereby acknowledged, and of the covenants of the party of the second part hereinafter contained, the parties of the first part do hereby covenant for themselves, their respective heirs, successors, grantees, and assigns with the party of the second part as follows, namely:—

First—That they, the parties of the first part, will forthwith upon the execution of this agreement by proper instrument in writing free from all incumbrances and existing liens restrict their lands and will secure from said Harriett A. Porter a restriction upon her lands both abutting upon said Esplanade or park, and to a distance of one hundred feet therefrom, substantially in conformity with the so-called Cambridge Park restrictions and such as have been hitherto imposed upon other lands abutting upon lands taken by the City of Cambridge for park purposes on said Charles River.

Second—That they, the parties of the first part, will by proper instruments in writing free from all incumbrances and existing

liens, also forthwith so restrict their lands other than those included within the one hundred foot limit next before mentioned and within the boundaries in red ink first above described for a period of thirty years from January 1, 1898, as shall require said lands to be used for dwellings of the better class and mercantile purposes only, except that the lands bordering on the Boston & Albany Railroad may also be used for storage warehouses and stables, etc.

Third—That they, the parties of the first part, will forthwith convey to the City of Cambridge by proper deed free of all incumbrances and existing liens the fee of all streets included in and described on said plan now constructed, and all other streets that may be laid out and constructed within said territory by the parties of the first part or either of them, their respective heirs, grantees, successors and assigns, and that they will fill to grade with top dressing of gravel to the satisfaction of the City Engineer for the time being of said Cambridge, all streets now and hereafter laid out and constructed by them within said territory; and will make no claim for damage or compensation whatsoever against said City by reason of the laying out, construction and conveyance of any and all of said streets to said City, and the imposition of the above restrictions.

And the party of the second part in consideration of the above covenants of the parties of the first part doth hereby covenant with the parties of the first part and each of them, and their respective heirs, successors and assigns as follows, namely:—

First—That it, the party of the second part, will pay to the parties of the first part, their respective heirs, successors and assigns, in three consecutive years, commencing this current year, such sum of money as is and may be in excess of the annual taxes of the years 1896, 1897, 1898, and 1899, respectively assessed, and that may be in the future assessed in each of said four years (but first, however, deducting therefrom all abatements that may be made therein) upon the lands of the parties of the first part within the territory first above described and the territory east thereof, marked lots A, B, C, D, E, and F, enclosed in blue lines as shown on said plan (exclusive of buildings that

may be erected thereon and exclusive of streets and avenues now laid out and shown on said plan, and that may hereafter be laid out), and that may be collected in cash in each of said four years over and above the average rate of thirty cents per square foot on their lands east of Massachusetts Avenue included within said territory first above described; over and above the average rate of fifty cents per square foot on their lands west of Massachusetts Avenue as far as John Souther's land, included within said territory first above described, and over and above the average rate of ten cents per square foot on the lands of John Souther west of Massachusetts Avenue, and the lands of the Charles River Embankment Company west of said John Souther's, included within and as far as the westerly line of the territory first above described. Said payments shall be made annually, commencing the current year, except as hereinafter provided, upon the second Monday in December of each of the years 1897, 1898, and 1899 (or at any time thereafter upon demand); and for said excess of the taxes assessed for the year 1896 said payment shall be made at and when the taxes therefor are paid to said City of Cambridge by the party of the first part at the office of the Treasurer of the City of Cambridge, and all payments shall be made to the Treasurer of the said Embankment Company or to some other officer designated by said Company, whose receipt shall be taken as the receipt of all said parties of the first part and their successors, grantees, heirs and assigns.

Second—That the party of the second part will assume and pay all betterments assessed and that may be assessed upon the remainder of the land of the said parties of the first part adjoining said Esplanade by reason of the laying out and construction of said Esplanade adjoining their said land and of the extension of the Esplanade to Main Street.

Third—That whenever a building or buildings is or are erected abutting on any street so conveyed and are ready for occupancy, the said party of the second part will immediately, upon notice thereof in writing by the party of the first part, their successors and assigns, put said street in order for public travel

within a reasonable time, from the said buildings to a public thoroughfare.

And the said parties of the first part hereby covenant severally for themselves and their respective heirs, successors, grantees and assigns, with the said party of the second part that they will respectively fully and faithfully perform the covenants aforesaid by them to be performed, for and in respect to their respective lots and interests in said lands within said territory first above described; and upon failure of any of the said parties of the first part to perform its, his, or their said covenant as aforesaid, the party of the second part shall have the right to enforce specific performance thereof against any or all of the parties so failing to perform.

In case the parties of the first part fail and as long as they fail to restrict their lands as above provided, then all payments shall stand in abeyance until both restrictions aforementioned shall have been procured by the parties of the first part and shall have been granted to the party of the second part.

IN WITNESS WHEREOF the parties hereunto affix their hands and seals to this instrument and to two others of like tenor the day and year first above written.

(Signed)

CHARLES RIVER EMBANKMENT COMPANY,  
By Samuel Carr, *Treasurer.*

JOHN SOUTHER.

CHARLES H. SOUTHER.

ESTATE OF FREDERICK L. AMES,  
Oliver Ames,  
Samuel Carr,        }  
Oliver W. Mink,     }*Trustees.*

CITY OF CAMBRIDGE,

By Alvin F. Sortwell, *Mayor.*

On May 4th the following order was adopted by both branches of the City Council:—

IN BOARD OF ALDERMEN, May 4, 1897.

Ordered, That in addition to the amounts hitherto appro-



priated for park purposes in the annual order of appropriations for the current financial year, and in the order of appropriation dated March 30, 1897, and to further meet, if necessary, the estimated expenditures involved in the order of the proposed taking of lands of Fisk and others as per order introduced in this Board under date of March 30, 1897, and involved in the agreement with said Fisk and others referred to in said last named order, the further sum of seventy-five thousand dollars (\$75,000.00) be and hereby is appropriated, the same to be met from any revenue received into the City Treasury and not otherwise appropriated, or from loans for park purposes that may be hereafter authorized by statute.

Approved May 11, 1897.

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On March 30, 1897, the following order was introduced into the City Council:

CITY OF CAMBRIDGE, }  
IN BOARD OF ALDERMEN, March 30, 1897. }

Whereas, By Chapter 341 of the Acts of the Legislature of the Commonwealth of Massachusetts for the year 1892, entitled "An Act to authorize the City of Cambridge to Lay Out and Maintain Public Parks" and accepted by the City Council of the City of Cambridge, by a resolve approved June 15, 1892, and by Chapter 337 of the Acts of the Legislature for the year 1893, amendatory of said Chapter 341, it is provided that said City "by its City Council at any time after the passage of this Act may take and hold by purchase or otherwise, any and all such real estate and lands within said City as it may deem advisable, upon the recommendation of the Board of Park Commissioners hereinafter mentioned, and may lay out and maintain and improve the same as a public park or parks," and

Whereas, upon the recommendation of said Board of Park Commissioners dated February 23, 1897, and on file with the City Clerk, it is deemed advisable that the City should, under the provisions of the aforesaid Acts, take and hold for the purpose of

improving the same as a public park or parks, the several lots or parcels of land hereinafter bounded and described;—

Provided, however, the Charles River Embankment Company will include in their deed to the City, certain restrictions as to building line, etc., the same as required by the Park Commissioners from other owners of property along the river park line, and also subject to the agreement to be made by a majority of the owners of the several parcels of land hereinafter bounded and described in the form annexed to said recommendation; and

Whereas, in a certain communication to the Mayor dated March 16, 1897, and to the City Solicitor dated March 26, 1897, from Henry D. Hyde, Esq., as attorney of and acting for the Charles River Embankment Company, the estate of Frederick L. Ames, Charles H. Souther and John Souther, and also in a certain other communication from Harriett A. Porter dated March 30, 1897 (copies of which communications accompany this order) and from conferences had with the representatives of the City since the date of said communications, said parties last named have agreed to subject their other lands for a distance of one hundred (100) feet from said Esplanade to certain restrictions in substance the same as has heretofore been imposed upon and assumed by other owners fronting upon the parkway on Charles River, and have further agreed to impose certain other restrictions for the period of thirty years from January 1, 1898, upon their other lands, as appears in said communications and a plan filed with this order, and have further agreed to convey certain of said lands to said City, subject, however, to the agreements to be made and performed on the part of the City as therein stated, and

Whereas, it is thought that, in the execution of these agreements with these several owners hereinbefore named, a large and lasting development will accrue to the lands in that vicinity and a great and enduring benefit to the City in the improvement of that locality and in the large increase of taxable property therein, and

Whereas, "an appropriation sufficient to cover the estimated expense thereof" has been duly made by the City Council, as

required by Section 3 of the aforesaid Chapter 337 of the Acts of the Legislature of 1893—

NOW, THEREFORE, be it known, that by virtue and in pursuance of the authority conferred by said Acts of the Legislature, by all Acts amendatory thereof and supplementary thereto, and by every other power and authority it hereto enabling, the City of Cambridge by its City Council, does hereby take for the purpose aforesaid the following described lots or parcels of land, all situated within the limits of said City, to wit:—

Beginning at a point in the northerly pier and bulkhead line of Charles River at its intersection with the southerly line of Main Street, which point is about fifty-seven and five tenths (57.5) feet more or less southerly (measured on the pier and bulkhead line) from a tangent point in said line, said line being a curved line of nine hundred fifty-one and thirty-four hundredths (951.34) feet radius, and said tangent point being on the northeasterly side of West Boston Bridge, at its intersection with said pier and bulkhead line, being shown on a plan entitled "Boston Harbor, Mass., Map of Charles River from Brookline Street Bridge to its mouth, made under the direction of the United States Harbor Line Board of 1888," approved February 13, 1890, and signed by Redfield Proctor, Secretary of War, and on file in the office of the City Engineer of Cambridge, Mass.; thence running southwesterly along said pier and bulkhead line about two thousand four hundred twenty-six and five tenths (2,426.5) feet more or less to its intersection with the division line between land of the Cambridgeport Savings Bank and land of the Charles River Embankment Company; thence running northerly along said division line about two hundred and twenty-six (226) feet more or less to its intersection with a line parallel to and two hundred (200) feet distant northerly from said pier and bulkhead line; thence running northeasterly along said parallel line about two thousand eighty-six and three tenths (2,086.3) feet to its intersection with the southerly line of Main Street; thence easterly along said southerly line of Main Street about two hundred fifty-four (254) feet to its intersection with said pier and bulkhead line at the point of beginning. Con-



taining about four hundred fifty-one thousand seven hundred and forty (451,740) square feet.

The above described parcel of land is shown on a plan entitled "Plan of Flats between Main Street and land of the Charles River Embankment Company, drawn by L. M. Hastings, City Engineer, dated March 9, 1896," and on file in the office of the City Engineer of Cambridge, Mass., to which reference may be had for a more particular description of said premises.

Said lands hereby taken are supposed to belong to the persons hereinafter named, to wit:—

A parcel of land supposed to belong to Bent, also to the West End Street Railway Company, bounded as follows, viz:—

Beginning at a point in the northerly pier and bulkhead line of Charles River at its intersection with the southerly line of Main Street, which point is about fifty-seven and five tenths (57.5) feet southwesterly (measured on the pier and bulkhead line) from a tangent point in said line, said line being a curved line of nine hundred fifty-one and thirty-four hundredths (951.34) feet radius and said tangent point being on the northeasterly side of West Boston Bridge at its intersection with the pier and bulkhead line, said pier and bulkhead line being shown on a plan entitled "Boston Harbor, Mass., Map of Charles River from Brookline Street Bridge to its mouth, made under the direction of the United States Harbor Line Board of 1888," approved February 13, 1890, and signed by Redfield Proctor, Secretary of War, and on file in the office of the City Engineer of Cambridge, Mass.; thence running southwesterly along said pier and bulkhead line about one hundred and twenty-two (122) feet to its intersection with the division line between land of Bent and land of the Heirs of Josiah Mason; thence northwesterly along said division line about two hundred sixteen and five tenths (216.5) feet, to its intersection with a line parallel to and two hundred (200) feet distant northerly from the pier and bulkhead line above mentioned; thence northeasterly along said parallel line about twenty-nine and three tenths (29.3) feet to its intersection with the southerly line of Main Street; thence southeasterly along and bounding on said southerly line of Main



Street, about two hundred and fifty-four (254) feet to its intersection with the pier and bulkhead line at the point of beginning. Containing about fifteen thousand one hundred and thirty (15,130) square feet.

A parcel of land supposed to belong to the Heirs of Josiah Mason, also to Benjamin F. Brown, bounded as follows, viz:—

Beginning at a point in the northerly pier and bulkhead line of Charles River at its intersection with the division line between land of the Heirs of Josiah Mason and land of Bent, which point is about one hundred seventy-nine and five tenths (179.5) feet (measured on the pier and bulkhead line) from a tangent point in said line, said line being a curved line of nine hundred fifty-one and fifty-four hundredths (951.54) feet radius, and said tangent point being on the northeasterly side of West Boston Bridge at its intersection with the pier and bulkhead line, said pier and bulkhead line being shown on a plan entitled, "Boston Harbor," etc., as aforementioned; thence running southwesterly along said pier and bulkhead line about one hundred and ninety-seven (197) feet, to its intersection with the division line between land of said Heirs of Josiah Mason and land of Heirs of William Fisk and Mary G. Fisk; thence northwesterly along said division line about two hundred thirty-six and five tenths (236.5) feet to its intersection with a line parallel to and two hundred (200) feet distant northerly from the pier and bulkhead line above mentioned; thence northeasterly along said parallel line about one hundred and ninety-five (195) feet, to its intersection with the division line between land of the Heirs of Josiah Mason and land of Bent; thence southeasterly along said division line about two hundred sixteen and five tenths (216.5) feet to its intersection with the aforesaid pier and bulkhead line at the point of beginning. Containing about thirty-nine thousand and two hundred (39,200) square feet.

A parcel of land supposed to belong to the Heirs of William Fisk and Mary G. Fisk, bounded as follows, viz:—

Beginning at a point in the northerly pier and bulkhead line of Charles River at its intersection with the division line between land of the Heirs of William Fisk and Mary G. Fisk and land of

the Heirs of Josiah Mason, which point is about three hundred seventy-six and five tenths (376.5) feet (measured on the pier and bulkhead line) from a tangent point in said line, said line being a curved line of nine hundred fifty-one and thirty-four hundredths (951.34) feet radius, and said tangent point being on the northeasterly side of West Boston Bridge at its intersection with the pier and bulkhead line, said pier and bulkhead line being shown on a plan entitled, "Boston Harbor," etc., as aforementioned; thence running southwesterly along said pier and bulkhead line about eight hundred and forty (840) feet to its intersection with the division line between land of the Heirs of William Fisk and Mary G. Fisk and land of Edward Kendall; thence running northerly along said division line about two hundred and thirty-one (231) feet to its intersection with a line parallel to and two hundred (200) feet distant northerly from the pier and bulkhead line above mentioned; thence northeasterly along said parallel line about five hundred and eighty-five (585) feet to its intersection with the division line between land of the Heirs of William Fisk and Mary G. Fisk and land of the Heirs of Josiah Mason; thence southeasterly along said division line about two hundred thirty-six and five tenths (236.5) feet to its intersection with the aforesaid pier and bulkhead line at the point of beginning. Containing about one hundred forty-two thousand six hundred and nineteen (142,619) square feet.

A parcel of land supposed to belong to Edward Kendall, bounded as follows, viz:—

Beginning at a point in the northerly pier and bulkhead line of Charles River at its intersection with the division line between land of Edward Kendall and land of Heirs of William Fisk and Mary G. Fisk, which point is about one thousand two hundred sixteen and five tenths (1,216.5) feet (measured on the pier and bulkhead line) from a tangent point in said line, said line being a curved line of nine hundred and fifty-one and thirty-four hundredths (951.34) feet radius, and said tangent point being on the northeasterly side of West Boston Bridge at its intersection with the pier and bulkhead line, said pier and bulkhead line being shown on a plan entitled, "Boston Harbor," etc., as aforementioned;

tioned; thence running southwesterly along said pier and bulkhead line about one hundred and eighty-three (183) feet to its intersection with the division line between land of Edward Kendall and land of George B. Roberts; thence running northerly along said division line about two hundred and thirty-one (231) feet to its intersection with a line parallel to and two hundred (200) feet distant northerly from the pier and bulkhead line above mentioned; thence running northeasterly along said parallel line about one hundred and eighty-three (183) feet to its intersection with the division line between land of Edward Kendall and land of Heirs of William Fisk and Mary G. Fisk; thence running southerly along said division line about two hundred and thirty-one (231) feet to its intersection with the pier and bulkhead line at the point of beginning. Containing about thirty-six thousand five hundred and ninety-five (36,595) square feet.

A parcel of land supposed to belong to George B. Roberts, bounded as follows, viz:—

Beginning at a point in the northerly pier and bulkhead line of Charles River at its intersection with the division line between land of George B. Roberts and land of Edward Kendall, which point is about one thousand three hundred and ninety-nine and five tenths (1,399.5) feet (measured on the pier and bulkhead line) from a tangent point in said line, said line being a curved line of nine hundred and fifty-one and thirty-four hundredths (951.34) feet radius, and said tangent point being on the northeasterly side of West Boston Bridge at its intersection with the pier and bulkhead line, said pier and bulkhead line being shown on a plan entitled, "Boston Harbor," etc., as aforementioned; thence running southwesterly along said pier and bulkhead line about ninety-one (91) feet to its intersection with the division line between land of George B. Roberts and land of Horace O. Bright; thence running northerly along said division line about two hundred and thirty-one (231) feet to its intersection with a line parallel to and two hundred (200) feet distant northerly from the pier and bulkhead line above mentioned; thence running northeasterly along said parallel line about ninety-one (91)



feet to its intersection with the division line between land of George B. Roberts and land of Edward Kendall; thence running southerly along said division line about two hundred and thirty-one (231) feet to its intersection with the pier and bulkhead line at the point of beginning. Containing about eighteen thousand three hundred (18,300) square feet.

A parcel of land supposed to belong to Horace O. Bright, bounded as follows, viz:—

Beginning at a point in the northerly pier and bulkhead line of Charles River at its intersection with the division line between land of Horace O. Bright and land of George B. Roberts, which point is about one thousand four hundred ninety and five tenths (1,490.5) feet (measured on the pier and bulkhead line) from a tangent point in said line, said line being a curved line of nine hundred fifty-one and thirty-four hundredths (951.34) feet radius, and said tangent point being on the northeasterly side of West Boston Bridge at its intersection with the pier and bulkhead line, said pier and bulkhead line being shown on a plan entitled, "Boston Harbor," etc., as aforementioned; thence running southwesterly along said pier and bulkhead line about two hundred and seventy-five (275) feet to its intersection with the division line between land of Horace O. Bright and land of Heirs of William and James C. Fisk; thence running northerly along said division line about two hundred and thirty-one (231) feet to its intersection with a line parallel to and two hundred (200) feet distant northerly from the pier and bulkhead line above mentioned; thence running northeasterly along said parallel line about two hundred and seventy-five (275) feet to its intersection with the division line between land of Horace O. Bright and land of George B. Roberts; thence running southerly along said division line about two hundred and thirty-one (231) feet to its intersection with the pier and bulkhead line at the point of beginning. Containing about fifty-five thousand (55,000) square feet.

A parcel of land supposed to belong to the Heirs of William and James C. Fisk, bounded as follows, viz:—

Beginning at a point in the northerly pier and bulkhead line



of Charles River at its intersection with the division line between land of Heirs of William and James C. Fisk and land of Horace O. Bright, which point is about one thousand seven hundred sixty-five and five tenths (1,765.5) feet (measured on the pier and bulkhead line) from a tangent point in said line, said line being a curved line of nine hundred fifty-one and thirty-four hundredths (951.34) feet radius, and said tangent point being on the northeasterly side of West Boston Bridge, at its intersection with the pier and bulkhead line, said pier and bulkhead line being shown on a plan entitled, "Boston Harbor," etc., as aforementioned; thence running southwesterly along said pier and bulkhead line about three hundred thirty-one and five tenths (331.5) feet to its intersection with the division line between land of Heirs of William and James C. Fisk and land of William H. Wood; thence running northerly along said division line about two hundred and thirty-one (231) feet to its intersection with a line parallel to and two hundred (200) feet distant northerly from the pier and bulkhead line above mentioned; thence running northeasterly along said parallel line about three hundred thirty-one and five tenths (331.5) feet, to its intersection with the division line between land of Heirs of William and James C. Fisk and land of Horace O. Bright; thence running southerly along said division line about two hundred and thirty-one (231) feet to its intersection with the pier and bulkhead line at the point of beginning. Containing about sixty-six thousand four hundred (66,400) square feet.

A parcel of land supposed to belong to William H. Wood, bounded as follows, viz:—

Beginning at a point in the northerly pier and bulkhead line of Charles River at its intersection with the division line between land of William H. Wood and land of Heirs of William and James C. Fisk, which point is about two thousand ninety-seven (2,097) feet (measured on the pier and bulkhead line) from a tangent point in said line, said line being a curved line of nine hundred fifty-one and thirty-four hundredths (951.34) feet radius, and said tangent point being on the northeasterly side of West Boston Bridge, at its intersection with the pier and bulk-

head line, said pier and bulkhead line being shown on a plan entitled, "Boston Harbor," etc., as aforementioned; thence running southwesterly along said pier and bulkhead line about one hundred and thirty (130) feet to its intersection with the division line between land of William H. Wood and land of Heirs of Tilton and Fisk; thence running northerly along said division line about two hundred and thirty-one (231) feet to its intersection with a line parallel to and two hundred (200) feet distant northerly from the pier and bulkhead line above mentioned; thence running northeasterly along said parallel line about one hundred and thirty (130) feet to its intersection with the division line between land of William H. Wood and land of Heirs of William and James C. Fisk; thence running southerly along said division line about two hundred and thirty-one (231) feet to its intersection with the pier and bulkhead line at the point of beginning. Containing about twenty-six thousand and forty-eight (26,048) square feet.

A parcel of land supposed to belong to the Heirs of Tilton and Fisk, bounded as follows, viz:—

Beginning at a point in the northerly pier and bulkhead line of Charles River at its intersection with the division line between land of Heirs of Tilton and Fisk and land of William H. Wood, which point is about two thousand two hundred and twenty-seven (2,227) feet (measured on the pier and bulkhead line) from a tangent point in said line, said line being a curved line of nine hundred fifty-one and thirty-four hundredths (951.34) feet radius, and said tangent point being on the northeasterly side of West Boston Bridge, at its intersection with the pier and bulkhead line, said pier and bulkhead line being shown on a plan entitled, "Boston Harbor," etc., as aforementioned; thence running southwesterly along said pier and bulkhead line about one hundred and fifty-one (151) feet to its intersection with the division line between land of Heirs of Tilton and Fisk and land of Frederick H. Rindge; thence running northerly along said division line about two hundred and thirty-one (231) feet to its intersection with a line parallel to and two hundred (200) feet distant northerly from the pier and bulkhead line above men-

tioned; thence running northeasterly along said parallel line about one hundred and fifty (150) feet to its intersection with the division line between land of Heirs of Tilton and Fisk and land of William H. Wood; thence running southerly along said division line about two hundred and thirty-one (231) feet to its intersection with the pier and bulkhead line at the point of beginning. Containing about thirty thousand and forty-seven (30,047) square feet.

A parcel of land supposed to belong to Frederick H. Rindge, bounded as follows, viz:—

Beginning at a point in the northerly pier and bulkhead line of Charles River at its intersection with the division line between land of Frederick H. Rindge and land of Heirs of Tilton and Fisk, which point is about two thousand three hundred and seventy-eight (2,378) feet (measured on the pier and bulkhead line) from a tangent point in said line, said line being a curved line of nine hundred fifty-one and thirty-four hundredths (951.34) feet radius, and said tangent point being on the northeasterly side of West Boston Bridge, at its intersection with the pier and bulkhead line, said pier and bulkhead line being shown on a plan entitled, "Boston Harbor," etc., as aforementioned; thence running southwesterly along said pier and bulkhead line about seventeen (17) feet to its intersection with the division line between land of Frederick H. Rindge and land of Cambridgeport Savings Bank; thence running northerly along said division line about two hundred and thirty-one (231) feet to its intersection with a line parallel to and two hundred (200) feet distant northerly from the pier and bulkhead line above mentioned; thence running northeasterly along said parallel line about seventeen (17) feet to its intersection with the division line between land of Frederick H. Rindge and land of Heirs of Tilton and Fisk; thence running southerly along said division line about two hundred and thirty-one (231) feet, to its intersection with the pier and bulkhead line at the point of beginning. Containing about three thousand four hundred and sixty-seven (3,467) square feet.

A parcel of land supposed to belong to the Cambridgeport



Savings Bank, bounded as follows, viz:—

Beginning at a point in the northerly pier and bulkhead line of Charles River at its intersection with the division line between land of Cambridgeport Savings Bank and land of Frederick H. Rindge, which point is about two thousand three hundred and ninety-five (2,395) feet (measured on the pier and bulkhead line) from a tangent point in said line, said line being a curved line of nine hundred fifty-one and thirty-four hundredths (951.34) feet radius, and said tangent point being on the northeasterly side of West Boston Bridge at its intersection with the pier and bulkhead line, said pier and bulkhead line being shown on a plan entitled, "Boston Harbor," etc., as aforementioned; thence running southwesterly along said pier and bulkhead line about eighty-nine (89) feet to its intersection with the division line between land of Cambridgeport Savings Bank and land of Charles River Embankment Company; thence running northerly along said division line about two hundred and twenty-six (226) feet to its intersection with a line parallel to and two hundred (200) feet distant northerly from the pier and bulkhead line above mentioned; thence running northeasterly along said parallel line about ninety-nine and five tenths (99.5) feet to its intersection with the dividing line between land of Cambridgeport Savings Bank and land of Frederick H. Rindge; thence running southerly along said division line about two hundred and thirty-one (231) feet to its intersection with the pier and bulkhead line at the point of beginning. Containing about eighteen thousand nine hundred and thirty-five (18,935) square feet.

The above described parcels of land are shown on a plan entitled, "Plan of Flats between Main Street and land of the Charles River Embankment Company, drawn by L. M. Hastings, City Engineer, dated March 9, 1896," and on file in the office of the City Engineer of Cambridge, Mass., to which reference may be had for a more particular description of said premises.

SO, THEREFORE, be it known, that the several parcels of land hereinbefore mentioned and particularly described, on this 30th day of March, A. D. 1897, are hereby taken by the City of



Cambridge, as aforesaid, for the purpose hereinbefore set forth, assessments for the cost and expenses thereof to be laid under the provisions of Sections 6 and 7 of said Chapter 341 of the Acts of 1892; and it is hereby

Ordered, in accordance with the requirements of Section 2 of said Chapter 341 of the Acts of the year 1892, hereinbefore mentioned, that the City Clerk be and hereby is directed to cause to be recorded in the Registry of Deeds of the Southern District of the County of Middlesex, a description of the aforesaid taking sufficiently accurate for identification, with a statement of the purpose for which the same was taken, which statement shall be signed by the Mayor.

Also, that the City Clerk be requested to send notice of this taking to the owners of record of the lands hereby taken, so far as the same may be known.

Adopted: Sent down for concurrence, April 13, 1897.  
Concurred, April 27, 1897. Approved, May 11, 1897.

To provide a better approach to Main Street from the Esplanade and upon recommendation of the Board of Park Commissioners, the following order was adopted by both branches of the City Council, July 27, 1897, and approved by the Mayor, July 29, 1897.

CITY OF CAMBRIDGE, }  
IN BOARD OF ALDERMEN, July 27, 1897. }

Whereas, By Chapter 341 of the Acts of the Legislature of the Commonwealth of Massachusetts for the year 1892, entitled, "An Act to authorize the City of Cambridge to Lay Out and Maintain Public Parks," and accepted by the City Council of the City of Cambridge by a resolve approved June 15, 1892, and by Chapter 337 of the Acts of the Legislature for the year 1893, amendatory of said Chapter 341, it is provided that said City "by its City Council at any time after the passage of this Act may take and hold by purchase or otherwise, any and all

such real estate and lands within said City as it may deem advisable, upon the recommendation of the Board of Park Commissioners hereinafter mentioned, and may lay out and maintain and improve the same as a public park or parks—" and

Whereas, It is deemed advisable upon the recommendation of said Board of Park Commissioners that the City should, under the provisions of the aforesaid Acts, take and hold for the purpose of improving the same as a public park or parks, the several lots or parcels of land hereinafter bounded and described, and

Whereas, "An appropriation sufficient to cover the estimated expense thereof" has been duly made by the City Council, as required by Section 3 of the aforesaid Chapter 337 of the Acts of the Legislature of 1893,—

NOW, THEREFORE, be it known, That by virtue and in pursuance of the authority conferred by said Acts of the Legislature, and by every other power and authority it hereto enabling, the City of Cambridge, by its City Council, does hereby take for the purpose aforesaid the following described lots or parcels of land, all situated within the limits of said City, to wit:—

A parcel of land supposed to belong to Benjamin F. Brown, the same being bounded as follows, viz:—

Beginning at a point in the southerly line of Main Street at its intersection with the division line between land of Benjamin F. Brown and land of George H. Bent; thence easterly along said division line about sixty-two and sixty-three hundredths (62.63) feet to its intersection with the westerly line of Charles River Parkway; thence southerly along said parkway line about fifty-nine and eighty-nine hundredths (59.89) feet, said line being a curve of seven hundred and fifty-one and thirty-four hundredths (751.34) feet radius, to a point of compound curvature with a curve of thirty-five (35) feet radius; thence northerly and westerly along said curve of thirty-five (35) feet radius about eighty-five and ninety-six hundredths (85.96) feet to its point of tangency in said southerly line of Main Street; thence easterly along said southerly line of Main Street about eight and forty-seven hundredths (8.47) feet to its intersection with the division line between land of said Benjamin F. Brown and land

of said George H. Bent at the point of beginning. Containing about eight hundred and thirty-one (831) square feet.

A parcel of land supposed to belong to George H. Bent, the same being bounded as follows, viz:—

Beginning at a point in the southerly line of Main Street at its intersection with the division line between land of George H. Bent and land of Benjamin H. Brown; thence along said southerly line of Main Street about eighty and eighty-two hundredths (80.82) feet to its intersection with the westerly line of Charles River Parkway; thence southerly along said parkway line about twenty-nine and three tenths (29.3) feet, said line being a curve of seven hundred and fifty-one and thirty-four hundredths (751.34) feet radius, to its intersection with the division line between land of said George H. Bent and land of said Benjamin F. Brown; thence westerly along said division line about sixty-two and sixty-three hundredths (62.63) feet to its intersection with the southerly line of Main Street at the point of beginning. Containing about nine hundred and four (904) square feet.

The above described parcels of land are shown on a plan entitled, "Plan of Flats between Main Street and land of the Charles River Embankment Company," drawn by L. M. Hastings, City Engineer, dated March 9, 1896, and on file in the office of the City Engineer of Cambridge, Mass., a copy of which plan is to be recorded in the Middlesex South District Registry of Deeds, reference to which is hereby made for a more particular description of the lots taken.

SO, THEREFORE, be it known, that the several parcels of land, together with all the buildings and structures thereon, hereinbefore mentioned and particularly described, on this twenty-seventh day of July, A. D. 1897, are hereby taken by the City of Cambridge, as aforesaid, for the purpose hereinbefore set forth, assessments for the cost and expenses thereof to be laid under the provisions of Sections 6 and 7 of said Chapter 341 of the Acts of 1892; and it is hereby

ORDERED, That, in accordance with the requirements of Section 2 of said Chapter 341 of the Acts of 1892, hereinbefore mentioned, the City Clerk be and hereby is directed to cause to



be recorded in the Registry of Deeds of the Southern District of the County of Middlesex, a description of the aforesaid taking sufficiently accurate for identification, with a statement of the purpose for which the same was taken, which statement shall be signed by the Mayor.

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On May 11, 1897, the Board submitted the following report and recommendations:

CITY OF CAMBRIDGE, }  
BOARD OF PARK COMMISSIONERS, May 11, 1897. }

*To the Honorable, the City Council of the City of Cambridge.*

Gentlemen:—The Board of Park Commissioners respectfully recommends to the City Council that the City take, under the authority granted by Chapter 341 of the Acts of 1892, entitled “An Act to authorize the City of Cambridge to Lay Out and Maintain Public Parks,” and Chapter 337 of the Acts of 1893, amendatory thereto, the parcel of land situated on the westerly side of Winthrop Square, described as follows:—

Beginning at a point in the southwesterly side of Mt. Auburn Street, at its intersection with the southeasterly side of an unknown street or passageway, said point being about 67.4 feet from the westerly line of Boylston Street, measured on the southwesterly line of Mt. Auburn Street; thence running southwesterly along said southeasterly side of said passageway about 132.7 feet to its intersection with the northeasterly line of Winthrop Street; thence about 20.3 feet to the intersection of the northwesterly side of said passageway with the northeasterly line of Winthrop Street; thence running northeasterly along said northwesterly side of said passageway about 135.0 feet, to its intersection with the southwesterly line of Mt. Auburn Street; thence southeasterly along the southwesterly line of Mt. Auburn Street about 20.0 feet to the point of beginning. Containing about 6,280 square feet.

The above described land is at present a private way running from Mt. Auburn Street to Winthrop Street, on the westerly



side of Winthrop Square. The owners of the way are willing to convey it to the City without any expense and subject to no conditions or restrictions, except a right of way over the westerly portion of it four and one-half feet wide, in order to give access to the adjoining property.

If this taking is made, the Park Commissioners intend to include the land taken as a part of Winthrop Square, and thus increase its present limited area.

It seems to the Commission advisable that the way be taken, and such taking is therefore recommended.

Respectfully,

(Signed)

WILLIAM M. RICHARDSON,  
*President pro tem.*

The following order for taking the land recommended in above report was adopted by both branches of the City Council, and approved by the Mayor, June 9, 1897:

CITY OF CAMBRIDGE, }  
IN BOARD OF ALDERMEN, June 1, 1897. }

Whereas, By Chapter 341 of the Acts of the Legislature of the Commonwealth of Massachusetts for the year 1892, entitled "An Act to Authorize the City of Cambridge to Lay Out and Maintain Public Parks," and accepted by the City Council of the City of Cambridge, by a resolve approved June 15, 1892, and by Chapter 337 of the Acts of the Legislature for the year 1893, amendatory of said Chapter 341, it is provided that said City "by its City Council at any time after the passage of this Act may take and hold by purchase or otherwise, any and all such real estate and lands within said City as it may deem advisable, upon the recommendation of the Board of Park Commissioners hereinafter mentioned, and may lay out and maintain and improve the same as a public park or parks," and

Whereas, It is deemed advisable upon the recommendation of said Board of Park Commissioners that the City should, under the provisions of the aforesaid Acts, take and hold for the pur-

pose of improving the same as a public park or parks, the several lots or parcels of land hereinafter bounded and described, and

Whereas, "An appropriation sufficient to cover the estimated expense thereof" has been duly made by the City Council, as required by Section 3, of the aforesaid Chapter 337, of the Acts of the Legislature of 1893,

NOW, THEREFORE, be it known, that by virtue and in pursuance of the authority conferred by said Acts of the Legislature, and by every other power and authority it hereto enabling, the City of Cambridge, by its City Council, does hereby take for the purpose aforesaid the following described lots or parcels of land, all situated within the limits of said City, to wit:—

The parcel of land situated on the westerly side of Winthrop Square, described as follows:—

Beginning at a point in the southwesterly side of Mt. Auburn Street at its intersection with the southeasterly side of an unknown street or passageway, said point being about sixty-seven and four tenths (67.4) feet from the westerly line of Boylston Street, measured on the southwesterly line of Mt. Auburn Street; thence running southwesterly along said southeasterly side of said passageway, about one hundred and thirty-two and seven tenths (132.7) feet to its intersection with the northeasterly line of Winthrop Street; thence about twenty and three tenths (20.3) feet to the intersection of the northwesterly side of said passageway with the northeasterly line of Winthrop Street; thence running northeasterly along said northwesterly side of said passageway, about one hundred and thirty-five (135) feet to its intersection with the southwesterly line of Mt. Auburn Street; thence southeasterly along the southwesterly line of Mt. Auburn Street, about twenty (20) feet to the point of beginning. Containing about six thousand two hundred and eighty (6,280) square feet.

The foregoing described land is shown upon a plan entitled "Plan of Winthrop Square," drawn by Lewis M. Hastings, City Engineer, dated February 1, 1897, and on file in the office of said City Engineer, Cambridge, Mass., a copy of which plan is

to be recorded in the Middlesex South District Registry of Deeds, reference to which is hereby made for a more particular description of the lots taken, and are supposed to belong to the persons hereinafter named, to wit:—

A parcel of land supposed to belong to the Heirs of E. A. Chapman, bounded as follows:—

Beginning at a point in the southwesterly line of Mt. Auburn Street at its intersection with the northwesterly line of an un-named street or passageway, said passageway being adjacent to and northwest of Winthrop Square, and running southwesterly along the northwesterly line of said passageway, about seventy (70) feet to its intersection with the dividing line between the land of Heirs of E. A. Chapman and land of the Pi Eta Associates; thence running southeasterly on said division line extended about ten (10) feet to its intersection with the centre line of said passageway; thence running northeasterly along said centre line, about seventy and eight tenths (70.8) feet to its intersection with the southwesterly line of Mt. Auburn Street; thence running northwesterly along said southwesterly line of Mt. Auburn Street, about ten (10) feet to its intersection with the northwesterly line of said passageway at the point of beginning. Containing about seven hundred and four (704) square feet.

A parcel of land supposed to belong to the Pi Eta Associates, bounded as follows:—

Beginning at a point in the northwesterly line of an un-named street or passageway, said passageway being adjacent to and northwest of Winthrop Square, and said point being about seventy (70) feet distant, measured on the northwesterly line of said passageway, from the southwesterly line of Mt. Auburn Street; thence running southwesterly along the northwesterly line of said passageway, about sixty-five (65) feet to its intersection with the northeasterly line of Winthrop Street; thence running southeasterly along the northeasterly line of Winthrop Street extended about ten (10) feet to its intersection with the centre line of said passageway; thence running northeasterly along said centre line, about sixty-five (65) feet to its intersection

with the above-mentioned division line extended between the land of the Pi Eta Associates and the land of the Heirs of E. A. Chapman; thence running northwesterly along said division line extended about ten (10) feet to its intersection with the northwesterly line of said passageway at the point of beginning. Containing about six hundred and fifty (650) square feet.

SO, THEREFORE, be it known that the several parcels of land, hereinbefore mentioned and particularly described, are hereby taken by the City of Cambridge, as aforesaid, for the purpose hereinbefore set forth, assessments for the cost and expenses thereof to be laid under the provisions of Sections 6 and 7 of said Chapter 341 of the Acts of 1892; and it is hereby

Ordered, That in accordance with the requirements of Section 2 of said Chapter 341 of the Acts of the year 1892, hereinbefore mentioned, the City Clerk be and hereby is directed to cause to be recorded, in the Registry of Deeds of the Southern District of the County of Middlesex, a description of the aforesaid taking sufficiently accurate for identification, with a statement of the purpose for which the same were taken, which statement shall be signed by the Mayor.

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In accordance with the written request of the Park Commissioners, the following order was adopted:

IN BOARD OF ALDERMEN, Sept. 7, 1897.

Whereas, The owners of a majority of the frontage of lands abutting on Bath Street have given their consent in writing to a request of the Board of Park Commissioners that Bath Street be placed under the control of said Board,—it is

Ordered, Under the provisions of Chapter 300 of the Legislative Acts of this Commonwealth for the year 1893, that said Bath Street be and hereby is placed under the control of the Board of Park Commissioners of the City of Cambridge.

Concurred, Sept. 7, 1897.

Approved, Sept. 9, 1897.



The Park Commissioners have endeavored to carry out a system of park development that should be commensurate with a city of the position and wealth of Cambridge. The first need—a playground—a breathing space in the congested district—has been attended to. Cambridge Field is completed, and its cost of thirty-five cents per square foot does not give opportunity to any taxpayer to complain justly of extravagance in caring for the people.

The Rindge Field property now belongs to the City, and when the district in its vicinity becomes thickly populated, and the Field is needed for park purposes, it will be the duty of the Park Commissioners to see that it is completed as a park. Until that time it is manifestly unwise to spend a large amount in construction, to be followed by a large annual expense for maintenance, an expense that must come out of the annual tax levy.

The constructive work of the Commissioners, therefore, has been during the past year confined to the river, and no one will gainsay the fact that it was time something was done there; it had been left already too many years.

Until within a few years we have had no approach to Cambridge but what was unattractive, to say the least, and the City has suffered from it. The banks of the river were vile in the extreme and abandoned to desolation. A new era has been inaugurated, not entirely by the Park Commissioners, but by the people themselves, who have at last realized that the Charles River has a priceless value if properly cared for, and that the adornment of its shores is practically the adornment of the whole front yard of our City.

In accordance with this view, the Commissioners recommended the taking of the river lands, and their recommendation was unanimously adopted by the City Government. They have proceeded carefully in the development of these takings, having the fixed purpose of proceeding with the development of any given section of the river only to the extent that such improvement would, in their judgment, increase the value of abutting properties to an amount sufficient to pay interest charges and sinking fund requirements.





HELIOTYPE PTG. CO. BOSTON

SECTION G, NEAR BOYLSTON ST., 1893.

At the foot of Boylston Street, which was recently widened by the City, a condition of things existed that seemed to warrant immediate improvement by the Park Commissioners. The approach to the City from this point is but about two thousand feet from Harvard Square, and is the natural connection between the sections lying south of the river with Old Cambridge, North Cambridge, Arlington, Belmont and Lexington. The river bank at this point was filthy beyond expression, and was covered by houses totally unfit for human habitation.

The task of improvement was so great that the Commissioners hesitated in taking hold of it. The cleaning of the Augean Stables seemed child's play compared with what was needed at this point. A beginning, however, was made and the improvement of the shore since carried the full distance up the river to the Cambridge Hospital.

A beach constructed of clear river gravel now extends the entire length. A driveway from Boylston Street to Bath Street has been built and is now ready for use. Walks and lawns have been constructed and trees and shrubs planted, and only finishing touches are needed to complete the whole section. The "down on the marsh" of Old Cambridge is a thing of the past.

At the foot of Bath Street a boat landing will be built. This is necessary, as there is no doubt whatever that the river will, within the next few years, be extensively used by electric launches for pleasure and for travel between Cambridge and Boston.

The Commissioners deemed it quite desirable to construct the beach from Boylston Street as far as the coal wharf now occupied by Richardson & Bacon. The gravel was obtained from the river and placed upon the shore and leveled at a very low cost. The loam spaces will be laid out and trees will be planted in the early spring.

The boat house occupied by the Weld Boat Club has been altered and architecturally is much improved. This alteration was necessary because the ell projected into the driveway. Since the completion of the Metropolitan sewers, boating on the river has increased rapidly; a sport not unwise to foster to a reasonable extent.



The results obtained from this river work may be summed up as follows:—

1st. The general improvement in appearance—the making beautiful that which was disgraceful and abominable.

2nd. The cleaning out of unwholesome and undesirable hovels, a constant menace not only to the health of those who lived in them, but through the conveyance of disease germs, to the children in our schools.

3rd. The increase in values of abutting property, in some cases more than four hundred per cent. The filling of marshes and bog holes, a work that never would have been done by private capital. The erection of new and expensive buildings, and laying out of new streets, thus changing this former picture of desolation into one of beauty and usefulness.

4th. The effect it has had upon the State Commission, resulting in a plan to lay out the huge Lowell and Longfellow marshes so that the Boston shore will correspond to that of Cambridge. The Metropolitan Commissioners have made the taking, and will begin at once the building of the shore drive, the dykes and the speedway, to be followed by other improvements.

The next step to be taken by them is the building of a bridge to Gerry's Landing to connect with the wide boulevard from Gerry's Landing to Mt. Auburn Street, taken by the Metropolitan Commissioners this summer, thence to Fresh Pond, and later by a boulevard from the pond to the Fells by the way of the new Mystic Parkway.

Cambridge has suffered in the past from unwise conservatism. Public improvements were made for public necessity only, and no effort made to attract strangers and induce them to take residence here. To one unacquainted with New England life this would seem like culpable neglect.

A city well located on the sunny bank of a beautiful river, with wide, well-shaded streets, non-partisan government, freedom from saloons; the seat of the greatest university in the country, the one-time home of Longfellow, Holmes and Lowell; surrounded by historical associations—should be the ideal spot in which to build a home and educate one's children.





HELIOTYPE PTC, CO BOSTON

SECTION G, WEST OF BOYLSTON ST., 1897.

The many advantages possessed by Cambridge have been ably presented by public speeches and by the local press, but appearances go further than fair words, and to attain the position to which the City is entitled it has now become necessary to take up the work of its adornment.

This duty has fallen upon the Park Commissioners, and in working out the problem they have been studying to treat the City as a whole rather than from the standpoint of ward lines or localities. At the same time they have had to bear constantly in mind the fact that wise conservatism is necessary and that it is advisable to proceed slowly, so that the work may not be a burden upon the City.

The plans for next year contemplate the completion of the wall and filling back of the same, between West Boston Bridge and wall of the Charles River Embankment Company, completing the Esplanade for a distance of one thousand feet each side of Harvard Bridge, building a gravel playground at Captain's Island to provide for the needs of the children of Ward IV, and the finishing touches to the river driveway above Boylston Street. It is quite probable that it may be necessary to connect Commercial Avenue with Bridge Street.

The Commissioners have many reasons for thanking the City Council and the citizens for continued courtesies and kind words of encouragement in their work. They have endeavored to perform their duties conscientiously, not forgetting that they are servants of the people to whom they are responsible.

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## PARK CONSTRUCTION.

### RIVER PARKWAY.

The River Parkway from Boylston Street to the Cambridge Hospital is practically completed. Some finishing work remains to be done, but nothing involving large expense. The total cost



of this parkway to date, including therein the cost of acquisition, is \$176,224.58. This is a large outlay. A pertinent inquiry is, What has the City gained from it? Does it pay? Will it pay?

So much has been written in late years as to the value of parks and their effect upon a people, that any extended answer to these inquiries may be considered a needless repetition of well-known facts. But the questions are even now so often asked that it may be well to give a brief answer.

Park construction, whether in the midst of a crowded population, as at Cambridge Field, or upon the banks of a tidal stream of the character of the Charles, adds to the health and content, the moral, intellectual and artistic development of the people directly and indirectly affected by its proximity or use; it adds to the value of surrounding property; it attracts visitors and residents; it promotes facilities for use of the water-way, and gives pleasure in such use.

Slight reflection will lead one to perceive the truth of these statements. One has but to remember the condition of the banks of the river and its adjacent marshes before the work of construction was begun, to realize that the present conditions must be more conducive to health, must contribute to a larger content in the measure that a pleasant environment produces a keener pleasure and happiness than an unsightly one, must by the mere raising of the artistic standard develop a love and desire for the beautiful, and the aggregation of them all must tend towards the elevation of the moral nature. That such work attracts strangers, increases the fame and reputation of the City, and renders the City more desirable for residential purposes, is beyond question.

Such work must react upon the people to their advantage, and to the benefit of the City. All these results are not seen in a day, but will be plainly visible in the generation to come. Others have built for us; why not we for posterity?

But one may say, "The cost is too much. Posterity can take care of itself; we need our money for our own immediate wants."

At the best, this is a selfish view to take and, further, is assumed without any knowledge of the facts. The cost is large

in the aggregate, but very small when applied per capita or as a proportional part of the tax rate.

The cost of the River Parkway between Boylston Street and the Hospital, including lands and construction, amounts to \$176,224.58. Adding to this the estimated cost of finishing it of \$6,350.00, brings the total cost up to \$182,574.58. This amount has been paid for out of the proceeds of four per cent forty-year bonds issued by the City, the interest thereon amounting to \$7,303. Adding thereto the estimated cost of maintenance of \$2,600, makes the total yearly charge of about \$10,000. Based upon the 1895 census of the City, showing a population of 81,643, the yearly cost per capita is about  $12\frac{1}{2}$  cents, or about  $11\frac{1}{2}$  cents of the tax rate of \$17.50. Is not the cost of such work trifling as compared with its benefits?

But this cost will be immediately lessened by the increase in values in surrounding property. The Assessors' books show that before the land along the river was taken for park purposes the adjacent land's assessed valuation was \$58,875.

The value of the adjacent land in 1897 was \$108,900.00, showing an increased value of \$50,025.00.

It may be said to those who suggest that valuations as shown on the Assessors' books do not necessarily represent the market values of property, that a comparison of the present and past appearance of the river bank must convince one of an actual increase in market value of the adjacent property, and an inevitable future increase. So, too, property generally in the vicinity of the river, although not adjacent thereto, must be affected in value by reason that the park work furnishes pleasanter approaches and surroundings to such property, and adds a point of interest within easy access.

The Commissioners feel that the river work is an object lesson; that it represents what will be the appearance of both sides of the river; that its action in development of this section of the river has done more than years of argument would do towards the determination of the Metropolitan Park Commissioners to begin work on the other side of the river. Public sentiment would have crystallized and compelled them to do so

if they had not already decided upon that course. The result will be one of the most beautiful water ways in this country.

But one thing remains to be done to insure a perfect water way; the damming of the river, and the consequent uniform height of water, is essential to produce the best results. Probably some action will be taken this winter by the various boards and commissions interested in the river, tending towards a settlement of the project.

The Commissioners are proposing to enter into some arrangement with the Trustees of the Cambridge Hospital, by virtue of which the present park beach will be extended along the shore of the Hospital grounds with a path for foot travel, thus giving a direct connection from Gerry's Landing by the river-way to Boylston Street.

#### THE ESPLANADE.

As appears earlier in this report, the Commissioners recommended to the City Council that the Esplanade be extended to West Boston Bridge.

The majority of owners of the flats agreed to relinquish to the City, free from any claims for damages, a strip two hundred feet wide, extending from the Charles River Embankment Company wall to West Boston Bridge, a distance of 2,500 feet, and to give the material for filling the same. In consideration therefor the City agreed to build a retaining wall and to fill this strip to street grade, at the same time that the owners should fill the remaining flats, and to exempt the owners from any increase in taxation on these lands for a period of ten years from the time the filling is completed. If, however, any of these flats should be sold during the period of ten years, then the same will be assessed and taxed at their full value.

The benefits to the City from this transaction will be as follows:—

A continuous parkway between West Boston and Harvard Bridges.

Restrictions upon all abutting property.





# CITY OF CAMBRIDGE. THE ESPLANADE

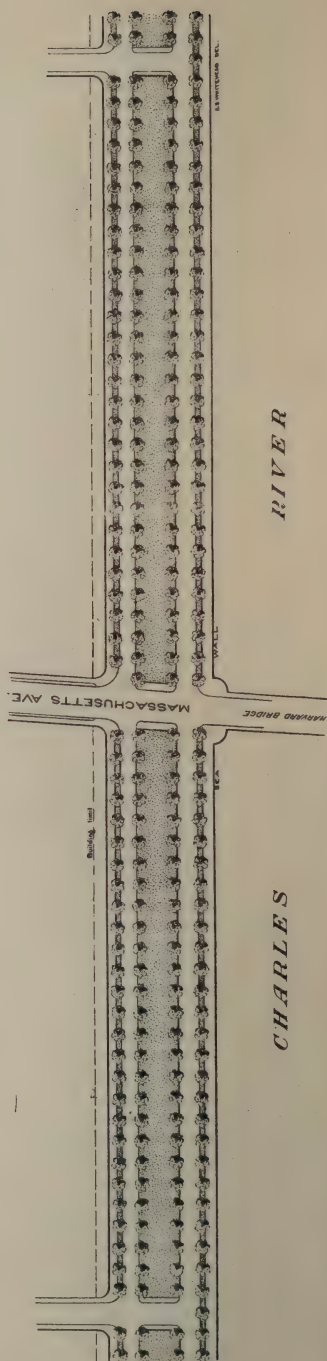
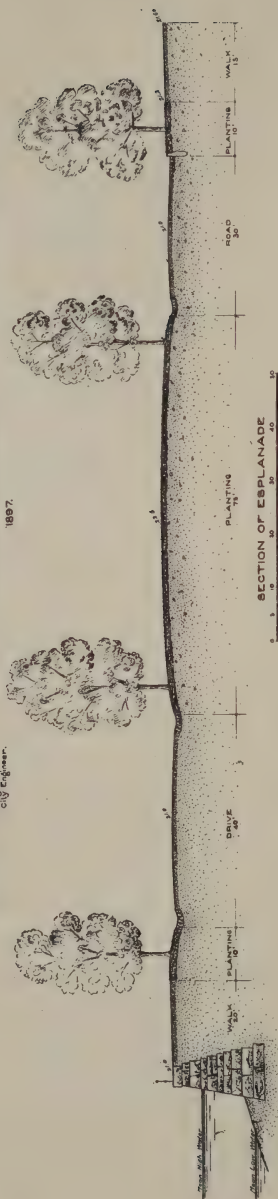
AT  
MASSACHUSETTS AVE.

PARK COMMISSIONERS  
Charles F. Johnson, Chairman.  
John O'Brien.  
William M. Richardson.

L. M. Hastings  
City Engineer.

OLMSTEAD, OLIVETT & ELLIOT, Landscape Architects  
Brookline, Mass.

1897.  
SCALE 1" = 50'



The filling of a large area of flats which at low tide are offensive and unsightly.

The creation of a large amount of taxable property to the City, which otherwise would remain valueless.

The added attractiveness to the water front of the City.

The benefits to the owners are entirely of a financial nature, in which the City must share; the relief from increased taxation for ten years should not be considered as an act of very great generosity on the part of the City, for if this improvement had not been made the flats would have remained for many years valueless alike to the owners and to the City.

In May of this year, a contract was entered into with Thomas A. Rowe & Company to construct about 2,500 feet of sea wall on or before January 1, 1898, for the sum of \$24.85 per foot. The work has progressed steadily and satisfactorily and there is no doubt that the wall will be completed so as to begin filling back of the same at the time named in the contract.

This new territory, together with that created by the Charles River Embankment Company adds to Cambridge an area larger than the Back Bay of Boston comprised within Massachusetts Avenue and Arlington Street, Beacon and Boylston Streets. The Embankment Company has expended a large sum of money in its undertaking, and in the development of which every proper encouragement should be given to it. The Esplanade and streets have been deeded to the City and the developing and improving of the former is a work that the Commissioners feel should not be delayed.

This work will serve the double purpose of making attractive the Harvard Bridge approach to the City and adding value to the Esplanade and offering an inducement to build.

#### CAMBRIDGE FIELD.

The Cambridge Field Shelter was opened to the public, May 22, 1897, and has since been in daily use. The Field is now a completed park, and the extent to which it has been used during the past summer is an object lesson in municipal life and a suf-

ficient answer to those critics who state that parks are unnecessary.

The increase in real estate values to the immediate neighborhood of the Field is shown by the following figures:

	Value of Land.	Value of Buildings.	Total Value.	Gain.
1893 . . .	\$403,100	\$533,000	\$936,100	
1896 . . .	442,000	650,000	1,092,000	\$155,900
1897 . . .	475,400	1,051,800	1,527,200	435,200

#### RINDGE FIELD.

Little work has been done on Rindge Field. It has been the intention of the Board to use it in its present condition for a playground until such time as it was deemed wise to treat it in accordance with plans submitted by the landscape architects.

It has been claimed by many citizens living in the vicinity of the Field that it has been made a nuisance on account of the lack of proper police protection. During the summer an officer has been on duty Saturday afternoons and Sundays, but it is evident that continuous police service is required, and this will be given to it next season.

#### EAST CAMBRIDGE EMBANKMENT.

The work of filling the river reservation has progressed throughout the year. A large amount of material from cellars in Boston and from the Subway has been deposited there at a very low cost to the City. Commercial Avenue is now being filled and will be completed to the canal by the time the extension of Prison Point Street to the canal is made.

#### WINTHROP SQUARE.

This long-time neglected square has been entirely rebuilt and is now an attractive and useful addition to Boylston Street.

#### PUBLIC GROUNDS.

A new design for re-treatment of the grounds around the Public Library, High and Latin Schools and Manual Training

School has been made. A portion of the constructive work will be completed each year.

Dana Square and Broadway Common were entirely rebuilt last year and nothing has been done to them this year beyond the care given by the gardeners.

Hastings Square will be improved another season by pruning and cutting out surplus trees and replanting shrubs.

The Common is in good condition, and it is not the purpose of the Commissioners to make any material changes there at present.

#### SCHOOL HOUSE GROUNDS.

This year the Commissioners have made a beginning in the work of improving and adorning the schoolhouse grounds. The Webster school yard has been materially changed by substituting lawns, planting spaces and flower beds for brick pavements.

The Wellington and Boardman schools have likewise received attention. It is the purpose to treat all the school yards in the City in a similar manner.

#### SHADE TREES.

Since the passage of the statute of 1897 placing the control of shade trees in the hands of the Park Commissioners, this Board has acted upon a large number of applications for removal of trees. In addition it has done considerable work in planting shade trees on streets where the same were needed. Its aim has been to remove such trees as were an injury to property or which interfered with the growth of other trees, as well as to plant them where it seemed desirable. The work is necessarily slow, as one will realize when it is understood that the work embraces over one hundred miles of streets. It is found that on many streets the trees are too closely planted to produce the best results, while on many there are too few or none at all. This work will be carried on during the coming year as the money at the disposal of the Board will permit.

Considerable pruning and trimming has been done during the year, and much more remains to be done.



Wire guards have been placed around a large number of trees and furnish a suitable protection from the gnawing of horses.

It is manifestly impossible to place the guards upon all trees for a long time to come, and therefore the Board asks the co-operation of the citizens to prevent further injury to trees by horses.

#### THE PROPOSED DAM.

Under authority given them by Chapter 475 of the Acts of 1893, the State Board of Health and the Metropolitan Park Commission, acting as a joint board, began an investigation of the river and its condition. They made personal examinations of the stream and its banks at many times, employed experts, and submitted their report the following year. In this report they stated: "The position of the Charles River, in its relation to the Metropolitan District, has necessarily a very great influence upon the health and comfort of the people living in its vicinity."

\* \* \* \* \*

"The river runs through the very centre of the Metropolis and upon its shores should naturally be placed the most attractive structures, its monuments and its finest dwellings."

\* \* \* \* \*

"The banks of the river and the exposed flats have become from year to year more offensive until, in certain portions of the river, the people living near the stream have been exposed to the disagreeable and probably injurious emanations therefrom."

As a result of their investigations and study, they recommended building a dam at a point about six hundred feet above Craigie's Bridge, where the river is not more than 1,100 feet wide, the dam to have a lock of sufficient width to allow the passage of the largest vessels, and the water in the basin above the dam to be retained at a permanent level at grade eight, or two feet below mean high tide.

By Chapter 85 of the Resolves of 1894, the Board of Harbor and Land Commissioners was directed to inquire into the construction of a dam and lock in the tidal basin of the Charles

River, as proposed by the joint board, "with special reference to interference with tide water and its effect upon the harbor of Boston."

Hearings before the Board were begun in the State House in October, 1894, and continued for several weeks. The solicitors of Newton, Cambridge and Watertown appeared in support of the report of the joint board, and Hon. John D. Long, Hon. William E. Russell and John T. Wheelwright, Esq., appeared in behalf of certain residents of Beacon Street, who objected to filling the river in the rear of their residences, and opposed the plan.

The opinion of the Harbor and Land Commissioners on the sanitary side of the question at issue is stated in their report to the Legislature, as follows:—

"This Board has given the highest degree of weight to the opinion of the State Board of Health, relying upon its great experience in dealing with the questions involved in this inquiry, combined with its accumulated advantages and facilities in considering matters with which it is entirely familiar, and concerning which it has the traditions, history and data of a quarter of a century of investigation; and in the light of that opinion it is unable to say, in view of the irreconcilable testimony of experts given at the hearings, that the conclusion of the joint board may not justify the experiment so far as sanitary objections are concerned."

Dealing with the question of "special reference to interference with tide water and its effect upon the harbor of Boston," a large mass of contradictory testimony was offered. From it all the Harbor and Land Commissioners sifted enough to make this report: "We are unable to find the consequences of building the proposed dam as at all certain of being foreseen; and in view of the incalculable injury which might ensue from impairing the usefulness of the harbor, we are unable to report in favor of the recommendation contained in the report of the joint board."

It is apparent that the Commissioners did not attempt to pass upon the merits of the question before them. Their decision was like the Scotch verdict of "not proven," and left the whole

question open as before. During the three years which have elapsed since their decision was rendered, additional evidence in favor of the damming of the river has been acquired, which, together with what is believed to be the popular and well nigh universal demand for the dam, it is believed will justify a re-opening of the whole subject.

This Board is of the opinion that the most feasible location of a dam is at St. Mary's Street. A dam at this point, owing to the narrowness of the river, would be very much less expensive than at any point below, while it would also obviate the objections of a diminution of the tidal scour, even assuming that there is such a thing as tidal scour. This location would also remove the objections of the residents of Beacon Street, who fear the filling in on the water side of their houses, which was a part of the original scheme, and would also remove the objection which is believed by those best qualified to judge, to be fanciful, of the presence of a standing body of water.

Considering the question of a dam from the point of the municipality, it is not Cambridge alone, but Boston, Newton, Watertown and other cities along the valley of the Charles that are interested directly and indirectly.

With a dam and proper lock, navigation of the river will be permissible at any state of the tide, and with a slight deepening of the channel the needs of the coal interests will be completely cared for.

With a dam, there will no longer be the mass of filthy refuse daily floated up the river from the inner harbor, and there will be something better to gaze upon than offal, barrels, chips and sea-weeds.

It was stated by one of the remonstrants at the hearing before the Harbor and Land Commissioners that good and sufficient sea walls on both sides of the river from Cottage Farm to Watertown could be built for \$563,199. A wall based upon actual figures for wall construction would cost not less than \$1,320,000. To this sum must be added the cost of filling marshes, creeks and low lands, which would cost as much more.

With a sea wall constructed on both sides to Watertown, the



river would closely resemble a trunk sewer, and at low tide those who were so unfortunate as to be out in boats would truly be "out of sight of land."

With a sea wall there would be a stiff, unnatural, ugly effect; without a sea wall, and with the water at a permanent level, there would be natural banks with shrubbery growing to the water's edge.

The River Thames is said to be the most beautiful water park in the world. It is about two hundred miles from its source to the sea; for about sixty miles it is a highway for commerce and the balance distinctly a river of pleasure. Every few miles are public inns and boat houses which give facilities for boating to many thousands of people.

The Charles has two things in common with the Thames—a diversified country and charming bits of scenery—and if given to the people, it would be used for pleasure purposes from the dam to its source.

The time will come, and should come, when the hideous pile bridges with their ugly draws will be abandoned, and in their place will be constructed arched stone bridges of proper architectural design; then, masted navigation must cease, and the commercial interests, which will always be small, can be served by barges and scows. This change will work no hardship upon any commercial business on the river.

The various improvements of the river will be made by the State and by local commissions, but the control of the river should be placed in the hands of a State River Commission, and sufficient power given to it to prevent private and selfish interests from interfering with public good. Such a commission modelled after the Thames Conservancy would give to the public the use of the river and at the same time give proper observance to legitimate private rights.

It is not proper that the river be given entirely to pleasure, but it is quite proper the public be given all the pleasure which the river is capable of furnishing. Its commercial interests are so small that they scarcely enter into the discussion, yet such as exist at present, or will be likely to exist in the future, can easily



be provided for. Give such a commission absolute control and the river will be to the people a possession of great value.

### FINANCIAL STATEMENT.

During the year bills have been approved by the Board and certified to the Auditor to the total amount of \$171,483.90.

This amount is divided as follows:—

Park lands and construction . . . . .	\$159,484.20
Park maintenance . . . . .	11,999.70
	<hr/>
	\$171.483.90

These two amounts were expended as follows:—

#### PARK LOAN.

Amount appropriated April 8, 1897 . . .	\$82,246.19
Amount appropriated May 11, 1897 . . .	125,000.00
	<hr/>
	\$207,246.19

#### EXPENDED.

River Parkway, Section G.		
Construction account . . .	\$57,825.22	\$57,825.22
River Parkway, Section A, Esplanade Extension.		
Construction account . . .	\$54,086.16	54,086.16
River Parkway, Section F.		
Land account . . .	\$2,000.00	
Construction account . . .	9,961.07	
	<hr/>	11,961.07
River Parkway, Section D.		
Land account . . .	\$11,079.22	11,079.22
Cambridge Field.		
Construction account . . .	\$7,671.31	7,671.31
East Cambridge Embankment.		
Construction account . . .	\$7,671.26	7,671.26
General Accounts.		
Construction account . . .	\$4,239.97	4,239.97
Winthrop Square.		
Construction account . . .	\$1,752.87	1,752.87
Office Expenses.		
Construction account . . .	\$1,734.23	1,734.23

## PARK DEPARTMENT.

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River Parkway, Section B, Esplanade.		
Construction account . . .	\$332.30	332.80
Rindge Field.		
Construction account . . .	\$243.00	243.00
Nursery.		
Construction account . . .	\$137.59	137.59
Total amount expended . . . . .		<u>\$159,484.20</u>
Balance of appropriation unexpended . .		\$47,761.99

From the above it will be seen that the amount expended during the year under the Park Loans was divided as follows:—

Land account . . . . .	\$13,829.22
Construction account . . . . .	145,654.98
Total . . . . .	<u>\$159,484.20</u>

## PARK MAINTENANCE.

Amount of appropriation April 8, 1897 . . .	\$12,000.00
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## EXPENDED.

Commons and squares . . . . .	\$5,093.89
Shade trees . . . . .	3,535.33
The Shelter . . . . .	1,431.10
Rindge Field . . . . .	784.51
Public grounds . . . . .	705.45
General accounts . . . . .	352.79
Broadway Park . . . . .	52.13
Cambridge Field . . . . .	44.50
	<hr/>
Total amount expended . . . . .	11,999.70
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Balance of appropriation unexpended . . . . .	\$ .30

A detailed classification of the expenditures will be found in the report of the General Superintendent.

Since the beginning of the work in 1893, there has been expended to date of money raised under park loans the sum of \$817,426.26. The division is as follows:—

## River Parkway:—

## Section A. Esplanade Extension.

Land account . . . . .	\$64.35	
Construction account . . . . .	54,021.81	

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 \$54,086.16

## Section B. Esplanade.

Construction account . . . . .	\$332.30	332.30
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## Section C. Esplanade Extension West to Brookline Street.

Land account . . . . .	\$1,413.55	1,413.55
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## Section D. Brookline to River Street.

Land account . . . . .	\$94,922.25	
Construction account . . . . .	3,766.09	

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 98,688.34

## Section E. River Street to Western Avenue.

Land account . . . . .	\$25.00	25.00
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## Section F. Western Avenue to Boylston Street.

Land account . . . . .	\$65,412.07	
Construction account . . . . .	15,510.08	

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 80,922.15

## Section G. Boylston Street to Cambridge Hospital.

Land account . . . . .	\$80,651.08	
Construction account . . . . .	95,573.50	

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 176,224.58

## Cambridge Field.

Land account . . . . .	\$78,884.85	
Construction account . . . . .	123,519.46	

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 202,404.31

## East Cambridge Embankment—"The Front."

Land account . . . . .	\$45,231.40	
Construction account . . . . .	84,925.51	

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 130,156.91

## Broadway Park.

Construction account . . . . .	\$11,308.65	11,308.65
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## Rindge Field.

Land account . . . . .	\$31,461.85	
Construction account . . . . .	4,003.15	

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 35,465.00

## Nursery.

Construction account . . . . .	\$2,444.37	2,444.37
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## Winthrop Square.

Construction account . . . . .	\$1,752.87	1,752.87
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Office expenses.

Construction account . . . .	\$6,226.12	6,226.12
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General Account.

Construction account . . . .	\$20,470.34	20,470.34
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\$821,920.65

Less Park revenue for 1894 and 1896 merged into

land and construction accounts . . . .	4,494.39
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\$817,426.26

Of the whole amount of park loans expended to December 1, 1897, 48 per cent has been for land and 52 per cent for construction, as follows:—

Land account (less "revenues") . . . .	\$393,572.01
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Construction account . . . .	423,854.25
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\$817,426.26

Cambridge met with a distinct loss in the retirement of Henry D. Yerxa from this Board,—loyal, earnest, untiring in his work, he gave to the City the same abilities that have made his business life a success, and for this work not only the present but future generations will hold him in grateful remembrance.

The Commissioners hope that the City Government will make such appropriations during the coming year as may be necessary to carry along the future work within the conservative lines outlined in this report, and will give the same cordial support that has been accorded to them in the past.

Respectfully submitted,

GEO. HOWLAND COX,

JOHN O'BRIEN,

WILLIAM M. RICHARDSON.

*Board of Park Commissioners.*



# REPORT

## OF THE

### GENERAL SUPERINTENDENT OF PARKS.

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CAMBRIDGE, December 1st, 1897.

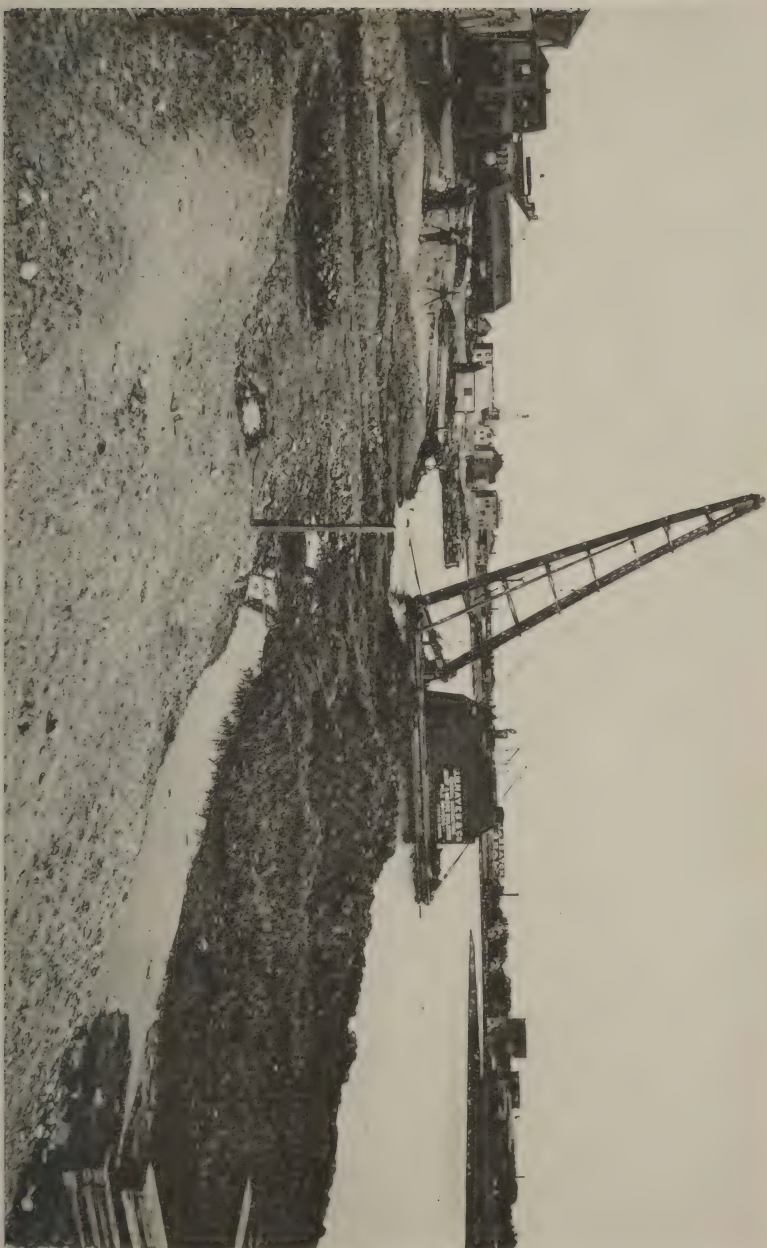
*To the Board of Park Commissioners of the City of Cambridge:*

Gentlemen:—I have the honor to present my first annual report as General Superintendent of Parks, covering the financial year 1897.

#### RIVER PARKWAY. SECTION G.

Most of the year's work has been concentrated at this point, the work being carried on in accordance with plans prepared by F. L. and J. C. Olmsted.

The treatment of the slump in the filling on the marsh opposite the Longfellow Garden, which occurred in the fall of 1896, was considered of first importance. At this point there had been a settlement of eight or ten feet, caused undoubtedly by the great depth of mud lying underneath. Upon recommendation of the City Engineer a sheet and pile bulkhead 303 feet in length was built about half way down the slope of the beach. This bulkhead cost \$2,741.63, and was so built that the beach when constructed would cover it. In order to drain off the water from several springs in this vicinity, two large dry wells about ten feet in diameter were built, extending from a foot below the old marsh surface to within a foot of the present



SECTION G, NEAR BATH ST., SPRING OF '97.

HELIOTYPE FIG. CO. BOSTON



finished surface. These wells drain into the river by means of wooden troughs or pipes. No further trouble has been experienced in this neighborhood from the water or settlement.

The sea wall which enclosed the old gas house wharf has been removed and the stone placed in the trench underneath the sea wall now in process of construction near the West Boston Bridge. This work was done by contract at a cost of \$900. The platform and piles which stood in front of the wharf were removed by city employees.

The old unsightly bulkhead which extended along the south side of Mt. Auburn Street from the Casino property to Sparks Street, a distance of about 970 feet, has been removed. The top stringer and planking, only as far down as the top of the spur shores, were removed, so that the bulkhead remaining, although covered up, still retains its efficiency in supporting the back filling.

Iron fences have been erected at the top of the beach at Boylston Street, on the south side of Mt. Auburn Street, and between Section G and the Cambridge Hospital grounds. The fence at Boylston Street cost \$448.82, that at Mt. Auburn Street \$931.65, and that on the western boundary line of Section G \$300.

The surface drainage system has been completed at a cost of \$2,031.83, the work having been done by the City Sewer Department. Twenty-five catch-basins were built on pile foundation on either side of the roadway, 200 feet apart. These catch-basins drain into the river through pipes supported every five feet by piles.

Garden hydrants have been placed between Boylston and Murray Streets, and between Bath Street and the Cambridge Hospital grounds. Some provision will have to be made for watering the territory between Murray and Bath Streets. This was not done this year, as the city water pipes do not as yet extend to this locality. The watering system has cost \$330.86.

On either side of Boylston Street and on the roadway between Boylston and Murray Streets, 967.5 linear feet of edgestone have been set and 410 square yards of gutter paved, at a cost of



\$199.25. It would be advisable not to set any more edgestone until the settlement has ceased.

The old Casino boathouse which stood at the foot of Bath Street has been removed to the foot of De Wolf Street, in Section F.

In 1896 the roadway from Boylston Street to the old gas house wharf was brought to final grade, but since then there has been a settlement in the filling of two to three feet, due to the poor marsh foundation. This year cinders, costing 50 cents per cubic yard, have been used to bring the roadway to within a foot of final grade. On top of these cinders was spread a foot of coarse selected bank gravel, costing 55 cents per cubic yard, which was rolled with a light roller. The walks have been similarly treated, using a fine gravel for the surfacing. The roadway and walks have been extended to Mt. Auburn Street. Next spring the roadway should be rolled with a ten or twelve ton roller, which will compact the material sufficiently to withstand carriage travel until it is deemed wise to surface with a Macadam or Telford finish. This surfacing should not be undertaken until all settlement ceases.

8,824 cubic yards of loam have been purchased for Section G this year, at a cost of \$6,392.30, or about 72½ cents per cubic yard. This, together with the loam purchased in 1896, has been spread to a depth of from twelve to eighteen inches on the turf spaces and from eighteen inches to two feet on the planting spaces. The total cost of loam for this section is \$11,488.99.

The planting of the shrubs has been carried on as fast as the finished surface would allow and is completed, with the exception of a small amount at Boylston Street, at the foot of Bath Street and inside the new iron fence on Mt. Auburn Street.

The first tree planted on the River Parkway since the commencement of the work is the first one east of Murray Street on the south side of the driveway. This is a *Platinus Orientalis* or plane tree, and was planted on the 22d of April. There are seventy-one plane trees yet to be planted on either side of the driveway between Murray and Bath Streets to complete the tree



SECTION G, NEAR BATH ST., FALL OF '97.

HELIOTYPE PTG. CO. BOSTON



planting. These should be set out next spring. The cost of trees and shrubs planted on Section G is \$675.56.

A beach has been built between Boylston Street and the Cambridge Hospital grounds of a slope varying from  $2\frac{1}{2}$  to 1 to 8 to 1. The proximity of the Harbor Line in the vicinity of the gas house wharf necessitated a very steep slope in the beach, so steep that it was deemed best to pave the surface with field stone as was done near Boylston Street. The remainder of the beach was constructed of gravel dredged from the river. This gravel is very desirable material for beach building, as there is practically no wash to it and it makes a very clean surface. 16,445 cubic yards of gravel have been used for this purpose, costing \$7,638.01, or about  $46\frac{1}{2}$  cents per cubic yard.

In a few places along the beach considerable settlement has taken place, which has pushed or bulged the mud up at the foot of the slope. A portion of this mud has been removed by dredging at a cost of 35 cents per cubic yard, but considerable more should be removed next year so as to give a smooth, uniform surface at the foot of the beach.

The section has been policed by two officers and orderly conduct has been maintained. Fifteen arrests were made—nine for drunkenness, two for disturbing the peace, two for larceny, one for assault and one for destroying park property.

This year 19,688 double loads of filling were received at this section at a cost of \$11,928.66, or about 40 cents per cubic yard.

The construction work on Section G, since the commencement of the work, has cost \$95,573.50, or about 16 cents per square foot. The cost of the land was \$80,651.08, or about 13 cents per square foot, making the total cost to date 29 cents per square foot. The area of Section G is 602,966 square feet. The cost of construction was apportioned as follows: Filling, \$35,420.02; labor, \$22,836.74; loam, \$11,488.99; gravel, \$7,638.01; miscellaneous, \$18,189.74.

#### RIVER PARKWAY. SECTION F.

Section F is that portion of the River Parkway lying between Boylston Street and Western Avenue.

The work on this section this year was confined to the district



between Boylston Street and Richardson & Bacon's coal wharf.

The park roadway in this vicinity is situated so far from the edge of the marsh that, in order to give the proper slope to the beach, it was necessary to cut away a portion of the marsh. About 1,780 cubic yards of this material were dredged and spread on the marsh beneath the present roadway. This dredging and spreading cost \$445.00, or 25 cents per cubic yard.

In July and October contracts were made with the Bay State Dredging Company to furnish and spread 20,000 cubic yards of river gravel on the marsh, forming the roadway and beach. This work was done at a cost of 45 cents per cubic yard. Up to December 1st, 16,826 cubic yards have been spread, costing \$7,571.74. Mud was dredged and removed from the foot of the beach to the amount of 763 cubic yards, costing \$190.75.

In October a contract was made with H. F. Miller of Boston to move and remodel the Weld Boat House. This work consisted chiefly in moving the ell from the back of the boat house to the east side; building a new covered piazza on north side of the main structure and on the south side of detached ell; building new float with two runways and extending bulkhead on south and east sides of detached wing. The contract price was \$2,295.

No construction work has been done on Sections C, D, or E of the River Parkway this year.

#### CAMBRIDGE FIELD.

The completion of Cambridge Field was delayed until early summer owing to the lack of a steam roller with which to roll the Macadam walks.

The gravel playfield containing about six acres was thoroughly raked of all large stones and surfaced with a layer of yellow loam one and one-half to two inches thick. This surface was rolled until suitable for base ball, foot ball, and other purposes. The playfield should be similarly treated next spring, as the rain and snow will wash the loam into the gravel, leaving a rough, uneven surface. Two substantial back-stops for base ball have been built and so placed on the playfield that two match games

can take place at the same time without interfering with each other. Base ball has been the most popular summer sport, although "hockey" and foot ball have been played to some extent. Thirty-two permits have been issued from this office for match base ball games this year.

A drinking fountain has been placed on the edge of the play-field so that players may get water without going to The Shelter for it.

One of the most enjoyable features of Cambridge Field is the sand courts. These have been crowded to their utmost capacity almost constantly in seasonable weather. A canvas awning was erected over the entire space occupied by the courts, and in the hot days of summer it was difficult to find a more refreshing spot in this part of Cambridge. Here was the rendezvous of the little ones, and freed from their studies, they would swarm in large numbers in and around the clean granite pits and build their forts, tunnels, etc., in the sand. Here mothers often came with their little ones to be free from their care and to enjoy the coolness of the shade. I know of no other place in Cambridge where so much pleasure and benefit is given at such a slight expense. I would respectfully recommend that two or three such sand courts be placed on Broadway Park in the space originally intended for an arbor.

The "tilts" or "see-saws" in the playground west of The Shelter and in a corner of the large playfield have been very much enjoyed by the older children. Very often all of the nine see-saws have been in use and as many as twenty-six children have been counted on one of them.

A portable board walk has been constructed for winter use extending from the corners of Cambridge and Berkshire Streets and Cambridge and Willow Streets to The Shelter, and from The Shelter on either side to the playfield. The cost of this board walk was \$131.33.

The planting of trees and shrubs was completed this fall. During the spring and summer months two gardeners have been constantly employed caring for the grass and shrubbery.

Owing to the scarcity of water in Fresh Pond last winter the

playfield was not flooded until January 8th. Even then, for the same reason, only about one-half of the field was flooded. During the season there were nineteen days when the ice was in good condition for skating, and during this time the sport was enjoyed by many thousands. The playfield has been lighted by six arc lights so that skating has been enjoyed until late in the evening.

The rule forbidding the carrying of sticks on the ice has been strictly enforced.

The Shelter was opened to the public on the 22d of May and since then has been open daily. The hours have been from 9 A. M. to 9 P. M. on week days and from 1 P. M. to 9 P. M. on Sundays. At first considerable difficulty was experienced in the management of the younger visitors, but a gradual tendency to better conduct has been noticeable.

The Field and The Shelter have been in charge of a Superintendent who has been on duty during the time The Shelter has been open. Under his direct care have been employed a matron, a janitor and a policeman.

The conduct of the visitors to Cambridge Field has indicated an increasing regard for the Park Ordinances. During the year there have been but nine arrests—five for destroying park property, three for drunkenness and one for assault.

I would respectfully recommend that the large playfield be equipped for an "out-door" gymnasium, with apparatus such as parallel bars, horizontal bars, rings, etc., A cinder track one-third of a mile in length for running and bicycling could be constructed without seriously interfering with any of the sports now enjoyed on the Field. With a track would come the need of having a "bath and locker house." This could be built on one of the vacant lots on Willow and York Streets at a nominal expense.

#### WINTHROP SQUARE.

The work of remodelling Winthrop Square, at the corner of Boylston and Mt. Auburn Streets, was commenced in May, 1897, and finished in July, in accordance with plans prepared by F. L. & J. C. Olmsted.

The old barren soil was replaced by a generous depth of loam



CAMBRIDGE FIELD, CHRISTMAS DAY, 1897.





and five of the old trees were removed in order to give proper space to those remaining.

A semi-circular walk of Macadam finish has been built leading through the square from the corner of Mt. Auburn and Boylston Streets to the corner of Boylston and Winthrop Streets. Settees have been placed on this walk and have been very much used by visitors.

The abutters on the west side of the square gratuitously deeded to the City their rights in the twenty-foot passageway which lay between them and the square. This passageway has been closed and a brick walk four and one-half feet wide running from Mt. Auburn Street to Winthrop Street substituted for it.

The rowdyism in this vicinity has been noticeably less since the work of remodelling commenced and little or no trouble from this source has been experienced since the completion of the work.

The remodelling has cost \$1,752.87, or 15 cents per square foot.

#### ESPLANADE EXTENSION.

The work at the Esplanade Extension between West Boston Bridge and the Charles River Embankment Company's property, has been carried on under the direction and supervision of the City Engineer. The length of wall completed is 2,312 feet, which has cost \$52,883.25, including cost of stone ballast.

#### ESPLANADE.

The park taking at the Esplanade consists of a strip of land two hundred feet wide lying adjacent to and parallel with the Charles River. It is proposed to construct in this two hundred-foot strip two roadways, one thirty and one forty feet in width; two walks, one fifteen and one twenty feet wide; and three planting spaces, two ten and one seventy-five feet in width. Upon the recommendation of the landscape architects, a row of plane trees is to be placed on either side of each roadway.

In November contracts were made with four different contractors to furnish 10,000 cubic yards of loam at 84 cents per

cubic yard. This loam is to be used in the treatment of the Esplanade, a thousand feet either side of the Harvard Bridge. Up to December 1st, 1,167 cubic yards have been delivered.

#### EAST CAMBRIDGE EMBANKMENT.

The work at the East Cambridge Embankment has consisted entirely in receiving rough filling and ballasting the sea wall on the inside.

From December 1st, 1896, to December 1st, 1897, 32,661 double loads of filling have been received, at a cost of \$2,629.35, or about 5 cents per cubic yard. Most of the material has come from the Boston Subway. The ballasting of the sea wall on the inside has been carried on in advance of the filling. Broken bricks and stone were used for this purpose, the material costing only 10 cents a double load. The area filled to sub-grade is about four sevenths of the whole.

Commercial Avenue has been extended to within a hundred feet of the canal and can be completed to the canal within a month.

#### SHADE TREES.

By a recent Act of the Legislature the power formerly vested in the Board of Aldermen regarding public trees was transferred to the Board of Park Commissioners. During the year thirty-one petitions for the removal of trees have been received, twenty-two of which have been granted. The trees removed, including those dead or dying were as follows:—

<i>Acer platanoides</i> (Norway maple) . . . . .	15
<i>Acer rubrum</i> (swamp maple) . . . . .	5
<i>Acer saccharinum</i> (rock maple) . . . . .	10
<i>Aesculus hippocastanum</i> (horse chestnut) . . . . .	14
<i>Fraxinus Americana</i> (white ash) . . . . .	2
<i>Pinus strobus</i> (white pine) . . . . .	1
<i>Populus alba</i> (silver poplar) . . . . .	1
<i>Tilia Americana</i> (American linden) . . . . .	3
<i>Ulmus Americana</i> (American elm) . . . . .	39
<i>Ulmus campestris</i> (English elm) . . . . .	3

The trees planted, including only those planted in the streets, were as follows:—

<i>Acer dasycarpum</i> (silver maple) . . . . .	10
<i>Acer platanoides</i> (Norway maple) . . . . .	24
<i>Acer saccharinum</i> (rock maple) . . . . .	97
<i>Ulmus Americana</i> (American elm) . . . . .	166
	<hr/>
	297

The work of placing wire guards around the trees has been steadily continued. I hope that by the end of another year every tree that is in danger of being gnawed will be protected by one of these wire guards. The number of new guards placed this year is 1,399. Number of old guards repaired, 1,178.

The removal of dead limbs and other tree trimming have kept three men almost constantly employed. The recorded number of trees trimmed during the year is 573.

Some trouble has been experienced by the carelessness of building movers while moving buildings through the streets. I would respectfully suggest that the Board of Aldermen be requested to make it a condition of the granting of the license to move a building through the public streets that a park employee accompany the work and direct the bending of limbs, etc. This expense should be borne by the building mover. The park employee should have the power to stop the work if his instructions are not followed.

#### RINDGE FIELD AND NURSERY.

The only construction work done on Rindge Field this year has been the levelling of a piece of ground for cricket or lawn tennis purposes.

The Field has been policed Saturdays and Sundays during the summer months, and fourteen arrests were made.

There have been twenty-three permits issued during the year for match base ball games. The ball field is in poor condition and should be remodelled. This could be done in a thorough manner for \$500.

The Nursery is well stocked with shrubs. Owing to the large



amount of street planting this fall the list of trees remaining in the Nursery is rather small. This stock should be replenished next spring.

#### PUBLIC GROUNDS.

Plans have been prepared by the landscape architects for the remodelling of the Public Library grounds. These plans aim chiefly to remedy the depressed appearance of the Library Building, by slight changes in grade and by extensive planting around the entire lot, next the sidewalk. About one-third of the work contemplated by these plans has been completed.

At Webster School on Upton Street a vast improvement has been made at a very slight cost. The iron fence which bounded the yard on the south side has been removed. The brick paving between the school and the street has been torn up and replaced by grass, shrubbery and flower beds.

I would respectfully recommend that a systematic treatment be made of the school yards in the City. Most of these yards are in a wretched condition and grow worse each year. Two or three thousand dollars spent in this direction would be of inestimable benefit.

#### COMMONS AND SQUARES.

No construction work has been done on the commons and squares except that already spoken of at Winthrop Square.

Plans are being prepared for the reconstruction of Hastings Square, and the work can be commenced in early spring.

Broadway Park is greatly enjoyed during the warm weather on account of its delightful shade and pleasant breezes.

It will be necessary next year to build a new board walk for Cambridge Common as the one now in use will not be safe another season. This will cost about \$500. A new back-stop is needed for the ball field.

#### THE YEAR'S EXPENDITURES.

The expenses of the Department for the year are shown in the following summary of the departmental accounts:—

## PARK LOANS.

Amount appropriated April 8, 1897 . . . .	\$82,246.19
Amount appropriated May 11, 1897 . . . .	125,000.00
	<hr/>
	\$207,246.19

## EXPENDED.

## RIVER PARKWAY. SECTION G.

Pay roll . . . .	\$16,814.21	
Filling . . . .	11,928.66	
Gravel . . . .	7,638.01	
Loam . . . .	6,392.30	
Bulkhead . . . .	2,741.63	
Engineering . . . .	2,000.00	
Ashes . . . .	1,598.74	
Teaming . . . .	1,306.23	
Drainage system . .	1,141.72	
Sods . . . .	926.86	
Removing old gas wharf	900.00	
Dredging mud . . .	813.35	
Edgestone and setting .	798.70	
Iron fences . . . .	748.82	
Plants . . . .	600.56	
Watering system . .	330.86	
Stone . . . .	292.87	
Moving boat house . .	236.00	
Fence posts . . . .	110.00	
Lawn seats . . . .	93.75	
Grass seed . . . .	85.70	
Trees . . . .	75.00	
Hardware and tools .	56.73	
Wooden fence . . .	42.00	
Printing and advertising	40.61	
Freight . . . .	38.40	
Lumber . . . .	26.43	
Signs . . . .	24.00	
Sharpening tools . .	15.18	
Stone cutter . . .	5.00	
Oil . . . .	1.80	
Express . . . .	1.05	
	<hr/>	\$57,825.22

*Am'ts carried forward,*

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\$57,825.22 

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\$207,246.19

*Am'ts brought forward,*

\$57,825.22 \$207,246.19

## RIVER PARKWAY. SECTION A.

*Esplanade Extension.*

Sea wall . . . .	\$50,512.87	
Ballast . . . .	2,370.38	
Engineering . . .	978.78	
Pay roll . . . .	108.00	
Deeds and titles . .	64.35	
Lumber . . . .	23.62	
Advertising . . .	15.19	
Repairing boat . . .	8.50	
Hardware . . . .	2.27	
Row locks . . . .	2.20	
	<hr/>	54,086.16

## RIVER PARKWAY. SECTION F.

Gravel . . . .	\$7,571.74	
Lands . . . .	2,000.00	
Remodelling boat house	1,125.00	
Dredging mud . . .	635.75	
Engineering . . .	497.90	
Painting boat house .	118.00	
Advertising . . .	6.68	
Water rent . . . .	6.00	
	<hr/>	11,961.07

## RIVER PARKWAY. SECTION C.

Lands . . . .	\$750.00	750.00
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## RIVER PARKWAY. SECTION D.

Lands . . . .	\$10,644.22	
Counsel fees . . .	400.00	
Deeds and titles . .	35.00	
	<hr/>	11,079.22

## NURSERY.

Plants . . . .	\$70.09	
Trees . . . .	67.50	
	<hr/>	137.59

*Am'ts carried forward,*

\$135,839.26 \$207,246.19

*Am'ts brought forward,* \$135,839.26 \$207,246.19

## RIVER PARKWAY. SECTION D.

*Esplanade.*

Loam . . . . .	\$284.76	
Pay roll . . . . .	44.00	
Advertising . . . . .	2.29	
Printing . . . . .	1.25	
		332.30

## CAMBRIDGE FIELD..

Pay roll . . . . .	\$4,716.41
Loam . . . . .	438.41
Broken stone . . . . .	335.06
Abatement of park betterments . . . . .	313.14
Teaming . . . . .	268.46
Plants . . . . .	235.76
See-saws . . . . .	230.92
Awning for sand courts	157.00
Board walk . . . . .	131.33
Back-stops . . . . .	130.55
Fire hose . . . . .	105.50
Fence posts . . . . .	98.00
Telephone service . . . . .	61.15
Engineering . . . . .	59.00
Drinking fountain and grating . . . . .	56.48
Lamps and shades . . . . .	56.50
Ashes . . . . .	45.59
Hardware and tools . . . . .	42.49
Paint and varnish . . . . .	36.35
Work on drinking foun- tain . . . . .	35.85
Furnishings for The Shelter . . . . .	32.60
Blacksmithing . . . . .	23.18
Edgestone . . . . .	12.54
Canvas . . . . .	12.00
Filling . . . . .	11.55
Rubbish barrels . . . . .	7.00

*Am'ts carried forward,* \$7,652.82 \$136,171.56 \$207,246.19



<i>Am'ts brought forward,</i>	\$7,652.82	\$136,171.56	\$207,246.19
Paving . . . . .	5.24		
Cover for vault . . . .	5.00		
Flag . . . . .	4.25		
Sand . . . . .	2.25		
Hydrant covers . . . .	1.00		
Express . . . . .	.75		
	<hr/>	7,671.31	

## EAST CAMBRIDGE EMBANKMENT.

*The Front.*

Pay roll . . . . .	\$3,364.94		
Filling . . . . .	2,629.35		
Ballast . . . . .	970.47		
Teaming . . . . .	337.83		
Dredging . . . . .	300.00		
Engineering . . . . .	38.17		
Printing . . . . .	9.00		
Fuel . . . . .	9.00		
Oil . . . . .	5.33		
Signs . . . . .	3.50		
Lumber . . . . .	3.40		
Advertising . . . . .	.27		
	<hr/>	7,671.26	

## WINTHROP SQUARE.

Pay roll . . . . .	\$614.34		
Loam . . . . .	495.23		
Teaming . . . . .	144.00		
Bricks . . . . .	106.25		
Sod . . . . .	104.88		
Lawn seats . . . . .	93.75		
Plants . . . . .	66.43		
Brick paving . . . . .	47.25		
Watering system . . . .	25.19		
Gravel . . . . .	23.20		
Engineering . . . . .	17.10		
Edgestone . . . . .	14.50		
Stone cutter . . . . .	.75		
	<hr/>	1,752.87	

## RINDGE FIELD.

Pay roll . . . . .	\$243.00	243.00	
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<i>Am'ts carried forward,</i>		\$153,510.00	\$207,246.19
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*Am'ts brought forward,* \$153,510.00 \$207,246.19

## GENERAL ACCOUNT.

General Superintendent's salary . . .	\$1,400.66
Landscape architect's fees . . . . .	654.82
Board of horse, carriage hire, etc. . . . .	428.80
Car tickets for engineers . . . . .	175.00
Transit . . . . .	150.00
Loam . . . . .	134.96
Wood ashes . . . . .	129.50
Entertaining Metropolitan and Boston Park Commissions . . . .	128.56
Rent . . . . .	120.00
Printing reports of 1896 . . . . .	111.15
Garden hose . . . . .	110.75
Fence posts . . . . .	110.44
Stakes for engineers . . . . .	91.50
Tools and hardware . . . . .	77.32
Gravel . . . . .	75.60
Car tickets for office . . . . .	75.00
Rubber goods . . . . .	65.28
Wheelbarrows . . . . .	60.75
Photographic work on report . . . . .	49.16
Repairs on carriage . . . . .	40.35
Lumber . . . . .	11.74
Printing and advertising . . . . .	10.60
Plants and bulbs . . . . .	8.90
Cleaning transit . . . . .	7.80
Repairing locks . . . . .	3.85
Express . . . . .	3.70
Freight . . . . .	2.42
Car fare . . . . .	1.36
	<hr/>
	4,239.97

*Am'ts carried forward,* \$157,749.97 \$207,246.19

*Am'ts brought forward,* \$157,749.97 \$207,246.19

## OFFICE EXPENSES.

Salary of book-keeper . . . . .	\$785.00		
Salary of stenographer . . . . .	602.00		
Telephone service . . . . .	181.15		
Stationery and printing . . . . .	145.36		
Repairing typewriter . . . . .	7.10		
Carpentering . . . . .	5.65		
Subscription to "Garden & Forest" . . . . .	4.00		
Telegrams, etc. . . . .	2.72		
Express . . . . .	1.25		
	<hr/>	1,734.23	
		<hr/>	159,484.20
Balance unexpended . . . . .			<hr/> <hr/> \$47,761.99

## PARK MAINTENANCE.

Amount appropriated April 8, 1897 . . . . . \$12,000.00

## EXPENDED

## COMMONS AND SQUARES.

Pay roll . . . . .	\$4,385.81		
Plants . . . . .	396.02		
Teaming . . . . .	83.25		
Repairing lawn seats . . . . .	61.00		
Work on flag staffs . . . . .	43.74		
Flags . . . . .	33.60		
Printing . . . . .	20.00		
Signs . . . . .	20.00		
Hardware and tools . . . . .	15.49		
Lumber . . . . .	11.74		
Hose . . . . .	10.10		
Hose reel . . . . .	4.85		
Repairs on hydrant . . . . .	4.29		
Re-setting tablet . . . . .	2.00		
Repairing flag . . . . .	2.00		
	<hr/>	\$5,093.89	
		<hr/>	
<i>Am'ts carried forward,</i>		\$5,093.89	\$12,000.00

*Am'ts brought forward,* \$5,093.89 \$12,000.00

## SHADE TREES.

Pay roll . . . .	\$2,641.18	
Wire netting . . .	517.73	
Teaming . . . .	113.63	
Fence at Washington		
Elm . . . . .	75.00	
Loam . . . . .	64.80	
Zinc . . . . .	45.90	
Engineering . . .	22.75	
Shoeing horse . . .	10.50	
Rope . . . . .	9.50	
Printing . . . . .	9.25	
Sharpening tools . .	7.70	
Hardware and tools .	5.84	
Repairing ladder . .	5.00	
Coal tar . . . . .	3.00	
Whale oil soap . . .	2.40	
Repairing pulley . .	1.00	
Express . . . . .	.15	
		<u>3,535.33</u>

## CAMBRIDGE FIELD. THE SHELTER.

Pay roll . . . .	\$1,103.33
Electric lighting . .	104.46
Janitors' suits . . .	57.75
Telephone service . .	26.40
Carpentering . . . .	25.02
Letters and numbers .	17.91
Soap . . . . .	16.10
Awnings . . . . .	16.00
Laundry . . . . .	9.84
Repairs on fixtures . .	9.78
Toilet paper . . . .	7.25
Rubbish barrels . . .	6.50
Hardware . . . . .	5.55
Checks . . . . .	5.04
Brushes . . . . .	4.22
Rubber mat . . . . .	3.00
Step ladder . . . . .	3.00

*Am'ts carried forward,* \$1,421.15 \$8,629.22 \$12,000.00



<i>Am'ts brought forward,</i>	\$1,421.15	\$8,629.22	\$12,000.00
Metal polish . . . .	2.65		
Sponges . . . . .	2.05		
Sawdust . . . . .	2.00		
Cheese cloth . . . .	1.75		
Incandescent lamps .	1.50		
	<hr/>	1,431.10	

## CAMBRIDGE FIELD.

Hose reel . . . . .	\$20.00		
Sprinkler . . . . .	15.00		
Work on flag staff . .	9.50		
	<hr/>	44.50	

## RINDGE FIELD.

Pay roll . . . . .	\$738.72		
Repairing lawn seats .	40.00		
Repairs on hydrant . .	5.79		
	<hr/>	784.51	

## PUBLIC GROUNDS.

Pay roll . . . . .	\$292.12		
Loam . . . . .	219.76		
Teaming . . . . .	83.25		
Plants . . . . .	45.10		
Sods . . . . .	36.00		
Engineering . . . . .	15.72		
Sand . . . . .	13.50		
	<hr/>	705.45	

## BROADWAY PARK.

Pay roll . . . . .	\$52.13	52.13	
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## GENERAL ACCOUNT.

Board of horse . . . .	\$130.00		
Bulbs . . . . .	101.75		
Wood ashes . . . . .	80.50		
Horse shoeing . . . .	7.50		
Hardware and tools . .	7.25		
Flags and bunting . . .	6.40		
	<hr/>		
<i>Am'ts carried forward,</i>	\$333.40	\$11,646.91	\$12,000.00

PARK DEPARTMENT.

79

<i>Am'ts brought forward,</i>	\$333.40	\$11,646.91	\$12,000.00
Pulleys . . . . .	6.09		
Printing . . . . .	6.00		
Repairs on harness . .	3.90		
Repairs on bicycle . .	3.25		
Express . . . . .	.15		
	<hr/>	352.79	
		<hr/>	11,999.70
Balance unexpended . . . . .			<hr/>
		\$	.30

Respectfully submitted,

HOWARD E. WHITING,

*General Superintendent of Parks.*



1904

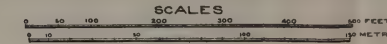
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CITY OF CAMBRIDGE — PARK COMMISSION  
**CHARLES RIVER PARKWAY**  
SECTION • G

BOYLSTON ST. TO CAMBRIDGE HOSPITAL

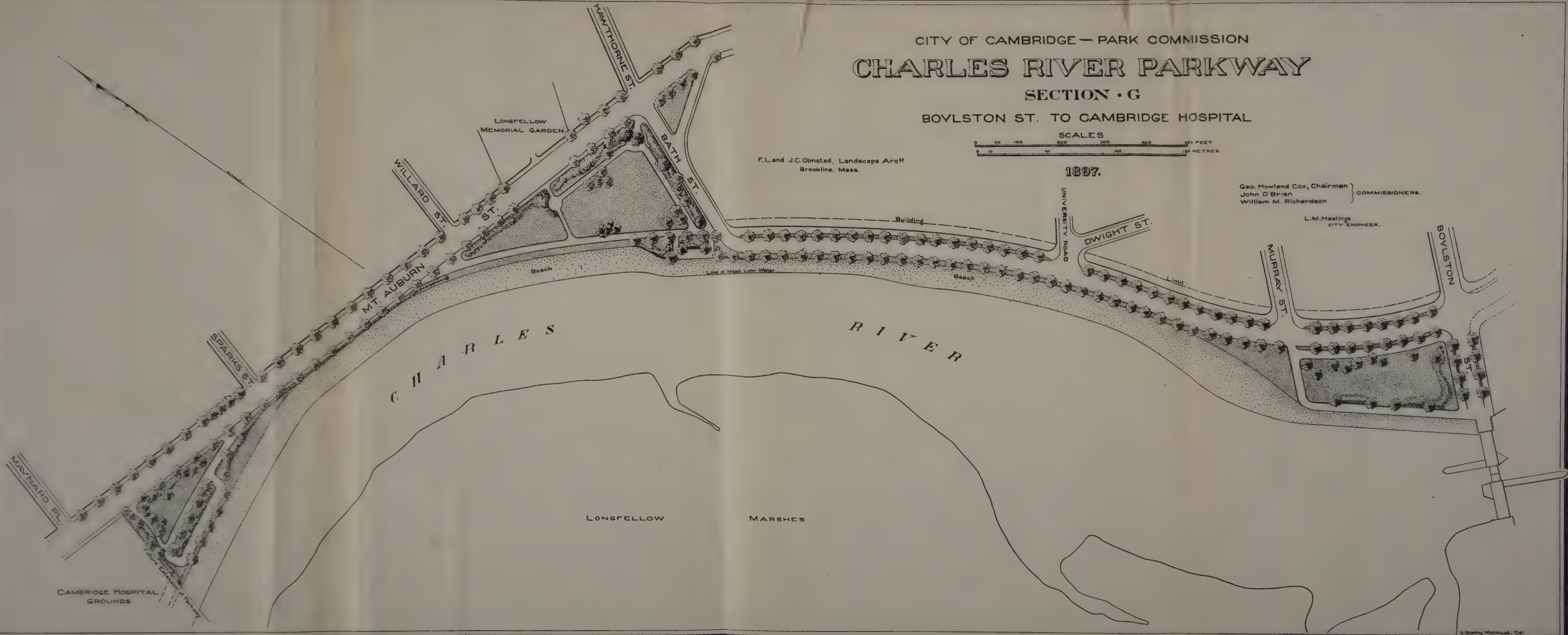


1897.

F.L. and J.C. Olmsted, Landscape Archts  
Brookline, Mass.

Geo. Howland Cox, Chairman  
John O'Brien  
William M. Richardson  
} COMMISSIONERS.

L.M. Hastings  
CITY ENGINEER.



# REPORT

OF THE

## LANDSCAPE ARCHITECTS.

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BROOKLINE, MASS., December 24th, 1897.

*Mr. Geo. Howland Cox, Chairman of the Park Commission,  
Cambridge, Mass.:*

Dear Sir:—We beg leave to make the following report covering the year which is now closing:

For the treatment of Rindge Field in North Cambridge and The Front in East Cambridge, preliminary sketches were prepared four years ago, but no designs were ever formally adopted. In the case of The Front, the sketches called for a beach similar to that since constructed at North End Beach in Boston; but upon consideration, the Board decided that this arrangement was unwise, and in so far adopted a plan as to fix upon a continuous sea wall like that of the opposite Charlesbank. In accordance with this decision, a wall was constructed and filling has been going on during the past year. The question of a location for a sewer in Rindge Field was referred to us during the year, and, in the absence of an adopted plan, we suggested a location in conformity with the tentative sketches for the development of the field as a playground.

Broadway Square and Cambridge Field have called for practically no attention from our office during the past year, except for some occasional advice or assistance to the Superintendent in the matter of carrying out the planting.

Winthrop Square has been remodelled in accordance with a simple plan furnished by us. A semi-circular walk backed by

shrubby furnishes place for benches in the shade of the existing elms looking out over a small lawn on the Boylston Street side.

At the request of the Board, we have made some suggestions for the revision and extension of the planting about the Public Library, chiefly with a view to modifying the unpleasing effect produced by the depression of a portion of the ground below the grade of the surrounding sidewalks, and, in connection with this planting, suggestions for changes in some of the walks. These suggestions have been in part executed during the year.

For the Webster School grounds we planned some planting and a little garden where the children of the school may grow and tend their own flowers.

By far the most important work which your Board has taken in hand, both on account of its magnitude and on account of its value to the community, is the improvement of the Charles River. With the exception of Fresh Pond, the development of which as a public park has been undertaken by the Water Board, the Charles River is the only notable landscape feature of the City. It is a sound general principle that the most important park work of any city should take advantage of the landscape features especially characteristic of the locality, and your work has been in accordance with this principle, while at the same time meeting a difficult sanitary problem.

The Cambridge shore of the Charles River is now held between the Watertown line and Mt. Auburn Street by the Cambridge Cemetery, the Metropolitan Park Commission and the Cambridge Hospital. From that point to the West Boston Bridge the shore is held by your Commission, except for two gaps. One of these is between the West Boston Bridge and the Esplanade and the other is the land occupied by the Riverside Press and the Cambridge Electric Light Company between River Street and Western Avenue. Within the last month we have been asked to report upon a plan for diverting the Parkway so as to pass behind the buildings on this land. The plan differs from the similar plans considered last year in that it would require less land to be taken and would leave the river for a shorter distance,



but to offset this it calls for an exceedingly crooked line, while the same general objections apply to it as to the others. Permit us to quote from our last report: "The original plan had been to keep the Parkway adjacent to the water throughout its length, and study of these suggested alternatives only confirmed us in the opinion that the original plan was still the best plan. From the point of view of those who will use the Parkway for walking, cycling, or driving, there can be no question as to the superior pleasantness of the riverside route, with its sunny views up and down the stream and across to the opposite shore now controlled by the Metropolitan Park Commission. The alternatives suggested involved separation from the river for a distance of one thousand or more feet, slanting crossings of River Street and Western Avenue, a coalescence of the Parkway with the traffic road known as Blackstone Street throughout its length, and instead of the openness of the river, brick and wooden industrial buildings, crowding and overshadowing the way, not on one side only, but on both sides. Those who will use the ponded river of the future for boating or skating, and those who will travel by the Metropolitan Commission's Parkway, would, if they had the chance, speak equally decidedly in favor of the continuous public river bank proposed by the original plan. The riverside parkway, with its promenade and driveway and its rows of lamps and trees, will look reasonably well, at least when seen from the stream or the opposite shore; moreover, such buildings as abut upon it will naturally tend to face it handsomely. The suggested alternative parkway routes would, on the other hand, leave the Cambridge shore between the streets above mentioned without any screen of trees and in possession of private owners who would have no incentive to improve the appearance of their buildings as seen from the water and from the other shore."

If it is felt that the Commission should not cut off access to the river for commercial purposes from the owners of these lands, provision could be made in the construction of the Parkway for the transfer of coal and other materials by covered bridges which would be far less objectionable than the crooked diversion of the whole drive through a factory region.



In proceeding with the construction of the Parkway your Commission has been hampered by the continued existence of the same conditions which made private ownership of the banks a menace to health; but the advantages to be gained from excluding the tides by a dam at the river's mouth have been so fully stated before that we need not recapitulate them. In view of the possible construction of such a dam in the not distant future, your Board wisely decided that it would be unjustifiable to go to the expense of some miles of costly retaining walls, when the construction of the dam would not only render them unnecessary but would permit a far more agreeable treatment of the shores at a fraction of the cost. Some of the reasons leading your Board to this decision may be found in our last annual report, together with a plan for the partial construction of the Parkway west of Boylston Street, in such a manner as to be adapted to completion in accordance with either plan.

During the past year this plan has been executed, with some minor changes. The principal alteration has been the removal of the Gas Company's wharf, which was retained on our plan because of the closeness of the Harbor Commissioners' line at this point and in order to provide a gathering place between the roadway and the water, since the sloping temporary bank would leave no room for the outer sidewalk or promenade. By extending the filling further to the west a gathering place with seats and shrubbery was provided by the changed plan, similar to that shown next the Cambridge Hospital on the original plan. Plans, also, for the planting of trees and shrubs on this section were prepared by us early in the year, and a large part of the planting has been executed. Grading plans were made for the portion of the Parkway immediately east of Boylston Street, upon which construction has been proceeding.

Your Board should feel encouraged in your efforts to improve the condition of the Charles River, by the action of the Metropolitan Park Commission in determining upon the construction of the driveways upon the southern bank of the river from Brighton to the Boylston Street Bridge. The plans for this work, involving such a length of construction upon the marshes,

brought sharply into view the economy to be secured by damming out the high tides from the river, so as to avoid the necessity of filling to an elevation above the highest floods. The Metropolitan Park Commission is so confident that the manifold advantages to be secured by a dam across the mouth of the river, whether looked at from the point of view of public health, public enjoyment, or economy of public funds, will ultimately prevail with the people of the district, that they have determined to avoid the great expense of heavy filling by keeping their construction down nearly to the level of the marsh and excluding the tide for the present by a dyke along the river's edge. Like your own Board, they are forced to proceed in a piecemeal fashion and at additional expense to the public because the invading tides are not controlled by a dam. Every year's delay in meeting the problem of the tidal river will involve an expense of thousands of dollars in public and private work, for the development of the region is bound to go on at whatever cost, and if the invader is not met at the narrow gateway he must be met throughout the whole low-lying region now affected by the tides wherever occupation is attempted, whether for residence, or business, or pleasure.

We beg to call attention again to two matters referred to in our last annual report: the desirability of rendering the Boston Park System and southern suburbs pleasantly accessible from Cambridge by a suitable bridge at the head of the Charles River Basin, and the desirability of securing some connection between Fresh Pond and the Charles River Parkway. Although these connections would manifestly be of especial benefit to Cambridge, they would form also connecting links in the great system of parks and parkways of the Metropolitan District, for any parkway leading from the Middlesex Fells and the Mystic Lakes on the north to the parks and reservations south of the Charles River must almost inevitably pass by way of Fresh Pond. The Metropolitan Park Commission has extended its Charles River Reservation to Mount Auburn Street at the corner of Elmwood and a public-spirited association is endeavoring to secure a part, at least, of the adjacent Lowell Estate as a Memorial Park in

honor of the poet. It would seem, therefore, a favorable opportunity for providing, possibly by co-operative action, one, at least, of these important but costly connections.

Respectfully submitted,

F. L. & J. C. OLMSTED.

# REPORT OF THE CITY ENGINEER.

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OFFICE OF CITY ENGINEER,

CITY HALL, CAMBRIDGE, December 1st, 1897.

*Geo. Howland Cox, Esq., President Park Commission:*

Dear Sir:—The principal engineering work done the past year has been in connection with the improvement of park land on Charles River.

Much time has been required in laying out the extensive construction carried on between Boylston Street and the Cambridge Hospital. About seventeen acres have been filled, graded, and largely finished and planted as a parkway. Four thousand lineal feet of shore line have been sloped and covered with stone rip-rap or heavy ballast gravel in a substantial manner.

While the filling of the low marsh land near the old Casino grounds was being placed, a very marked settlement of the filling suddenly took place, accompanied by a movement of quantities of mud and filling toward the river. For a considerable distance along the river shore at this point the hard bottom lies at a depth of about twenty-six feet below the old surface of the marsh, being overlaid with soft marsh mud. To retain this mud and prevent it, with the filling placed on it, from slipping into the river a bulkhead of timber sheet piling was driven through the mud into the hard material below, properly capped, and braced with inclined or spur shore piles. A contract was made with Messrs. John N. Hayes & Company on March 18, 1897, for doing this work. Three hundred and three lineal feet of bulkhead were placed at a total cost of \$2,741.63.

Early in the season an arrangement was entered into with the various owners of flats on Charles River between Main Street



and the lands of the Charles River Embankment Company, by which the filling of all the flats and the proposed Esplanade was to be done jointly, and a sea wall enclosing these flats about two thousand five hundred feet in length on the river was to be built by the City. Pursuant to this agreement, on May 17, 1897, a contract was made with Mr. Thomas A. Rowe to build the wall.

Soundings showed that the depth of mud on the line of the proposed wall varied greatly; in some places little or no mud was found, while in one place hard bottom was about twenty-six feet below low water level. In preparing a foundation for the wall the mud was first excavated till hard material was reached; the trench so made varying in width with the depth excavated. For a part of the distance just enough was taken out to allow the wall to rest on the natural bed of gravel. The deeper parts of the trench were then filled with good gravel obtained from a bank in the bed of the river near by.

In the deepest part of the trench large quantities of stone obtained from an old wall further up the river at the former gas works wharf, was mixed with the gravel as put in.

On the foundation so prepared a heavy footing course of long stones was laid and upon this the wall proper built. The wall is also heavily ballasted behind with gravel and stone ballast. The masonry is similar in character to that built in 1895 at The Front. The greater portion of the wall is now built and will be finished at an early day. There has been paid to date on account of the construction of the wall fifty two thousand eight hundred eighty-three dollars and twenty-five cents (\$52,883.25).

In connection with the construction of this sea wall a contract was entered into with the New England Dredging Company for filling the two hundred foot strip, or Esplanade, now owned by the City, and also conjointly the abutting owners have contracted to fill the flats between the Esplanade and the present shore line near Main Street. It is expected that this work will be begun in the spring of 1898. By this arrangement an area of 1,313,311 square feet, or over thirty acres of mud flats will be reclaimed, and the whole improvement is to be completed by the first of the year 1899. When this is done one of the largest and most

CITY OF CAMBRIDGE · PARK DEPT.

Plan showing

SEAWALL AND FILLING ON CHARLES RIVER  
NEAR MAIN ST.



1897

*Edw. A. Mott*  
CITY ENGINEER



CHARLES RIVER

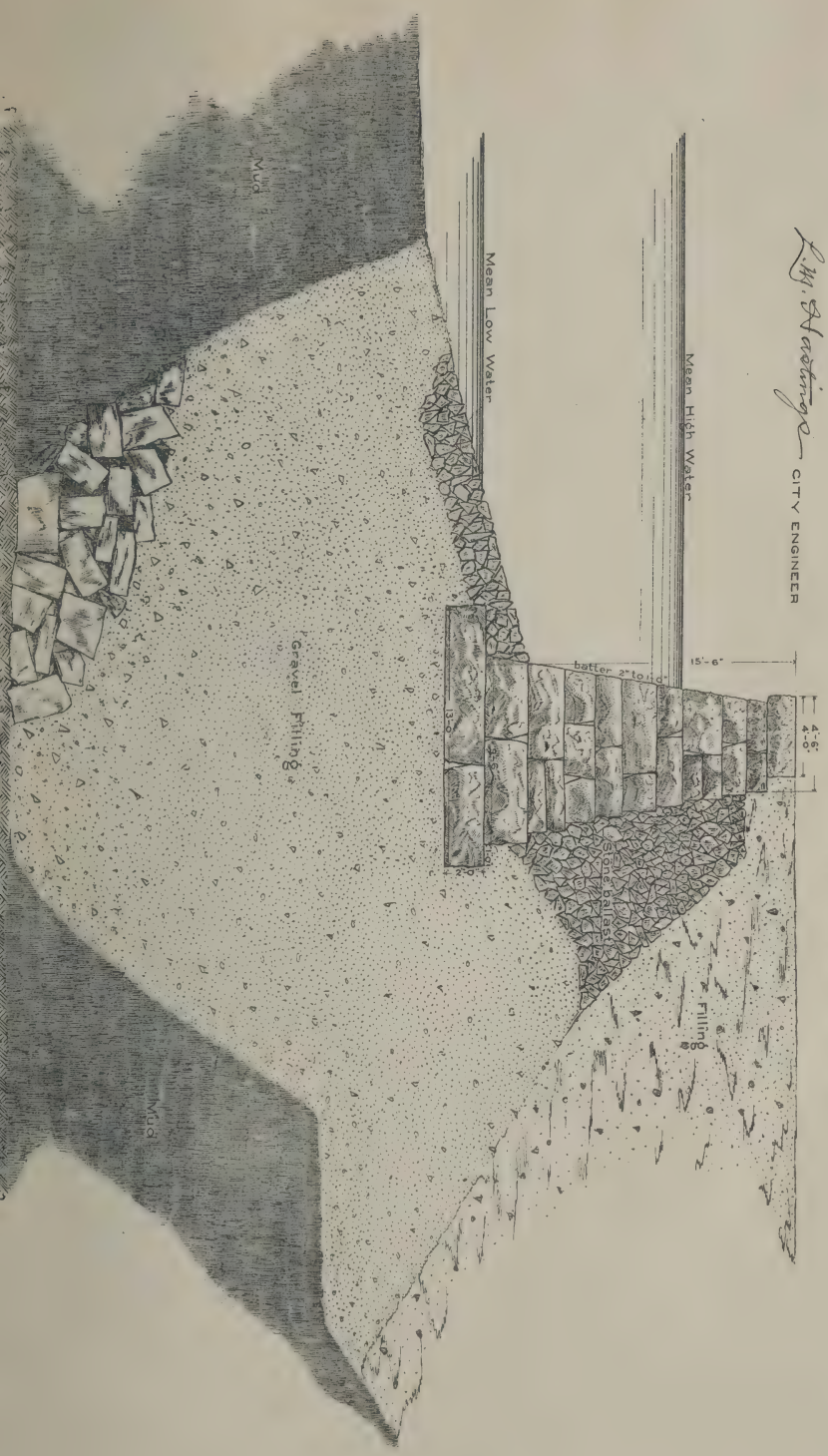


CITY OF CAMBRIDGE PARK DEPT.  
SEA WALL ON CHARLES RIVER

1897

*L. W. Hastings*  
CITY ENGINEER

SECTION NEAR WESTLY END







important improvements ever attempted in the City will have been completed.

The survey and location of the park line on the Charles River Parkway has been practically completed; twelve stone bounds have been set at proper points to mark the line. A large number more will be needed when the lands are filled and improved so as to render the location of the bounds permanent.

A matter that will require early attention is the completion of the filling of Commercial Avenue opposite The Front, and the crossing of the canal by a bridge connecting the two portions of Commercial Avenue.

The early completion of this avenue is rendered more necessary by the recent decision of a special commission appointed by the Court to abolish the grade crossings at Prison Point Street. By this decision the grade of Bridge Street at Prison Point Street and Commercial Avenue is to be raised about five feet. This will render necessary the raising of the grade of Commercial Avenue between Bridge Street and the canal.

If Commercial Avenue is built and graded by the time the grade crossing is abolished, then the expense of raising the grade of Commercial Avenue is to be charged to the cost of the abolishment of the grade crossing.

Further than this, it would seem as though the time had arrived when the avenue should be completed and the benefit to be derived from this improvement, now only partially completed, obtained. All the land has been taken for this purpose; it remains to complete the filling, construct the bridge across the canal, and surface the street its entire length, some 2,450 feet.

From five to seven assistants have been employed almost constantly on engineering work connected with the Park Department. The expenditure for the year for the purpose has been \$3,813.03.

Very truly yours,

L. M. HASTINGS, *City Engineer.*



STATUTES  
RELATING TO THE  
PARK DEPARTMENT.  
ENACTED SINCE 1894.

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Commonwealth of Massachusetts.  
(Chapter 236.)

In the year one thousand eight hundred and ninety-five.  
“An Act to Authorize the City of Cambridge to place all Parks and Commons therein Under the Care and Control of its Park Commissioners, and to Provide for Expense of the Reconstruction of Such Parks and Commons.”

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:—

Section 1. The City of Cambridge, by its City Council, may from time to time place its parks and commons now occupied, and used, and that may hereafter be established, set apart, occupied and used in said City as parks or commons, under the care and control of its Park Commissioners, with all the rights and privileges and subject to all the provisions and regulations contained in chapter three hundred and forty-one of the Acts of the year eighteen hundred and ninety-two, chapter three hundred and thirty-seven of the Acts of the year eighteen hundred and ninety-three and chapter one hundred and sixteen of the Acts of the year eighteen hundred and ninety-four.

Section 2. The Park Commissioners of said City may reconstruct all such parks and commons as may be placed under their care and control by the City Council under the provisions of section one of this Act, and for that purpose may use, as may be



necessary, the proceeds of the loans authorized under said chapters and chapter eighty-nine of the Acts of the year eighteen hundred and ninety-four.

Section 3. Sections one and three of chapter six of the Acts of the year eighteen hundred and thirty are hereby repealed.

Section 4. This Act shall take effect upon its acceptance by the City Council of Cambridge.

Approved April 6, 1895.

The above Act was accepted by the City Council, May 8, 1895.

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Commonwealth of Massachusetts.

(Chapter 320.)

In the year one thousand eight hundred and ninety-six.  
“An Act Relative to Public Parks in the City of Cambridge.”  
Be it enacted, etc., as follows:—

Section 1. If the City of Cambridge, under the authority heretofore granted to it, should deem it advisable to take and hold for park purposes, and should hereafter take and hold for park purposes, by purchase or otherwise, the whole or any part of the land in said City which is bounded northerly by Western Avenue, easterly by Blackstone Street, southerly by land of the Cambridgeport Dairy Company, easterly again by said land last named, southerly again by the northerly line of Albro Street, and westerly by the westerly line of Ampere Street, including Ampere Street, it may thereupon exchange for other land or lands any land or lands within said territory now owned or held by it or which it may hereafter for park purposes take and hold, by purchase or otherwise, including Ampere Street, upon such terms and agreements and in such manner as may be mutually agreed upon between said City and the owner or owners of such lands, or it may sell and convey the lands so taken and held, or any part thereof.

Section 2. This Act shall take effect upon its passage.

Approved April 27, 1896.

## Commonwealth of Massachusetts.

(Chapter 508.)

"An Act Relative to the Construction of a Sea Wall along Charles River in the City of Cambridge."

Be it enacted, etc., as follows:

Section 1. If the City of Cambridge, by its City Council, acting under the authority heretofore given to it by Acts of the General Court, should hereafter take and hold by purchase or otherwise, for park purposes, a certain parcel of land situated in said City and bounded as follows:

Southerly by the United States pier and bulkhead line, established in accordance with the statutes of the United States and approved by the Secretary of War on the thirteenth day of February in the year eighteen hundred and ninety, twenty-five hundred and twenty-two feet, more or less; northwesterly by land of the Charles River Embankment Company, two hundred and thirty-one and thirteen one-hundredths feet; northerly by a line parallel with said pier and bulkhead line, and two hundred feet distant northerly therefrom, twenty-one hundred and seventy-five feet, more or less, and northeasterly by Main Street and West Boston Bridge, two hundred and fifty-four feet, the said City of Cambridge may by its Board of Park Commissioners, subject to the approval of the Board of Harbor and Land Commissioners, build a solid sea wall upon the entire southerly line of said parcel of land, the southerly face of which wall shall coincide with the said pier and bulkhead line, between the two termini of said southerly line, and fill to established grades the land included in the foregoing description, so that the level of the same when filled shall coincide with the grade of said West Boston Bridge and with the grade of the said adjoining land of the Charles River Embankment Company.

Section 2. The material used for doing the filling hereby authorized shall be dredged from the flats on the northerly side of the channel of Charles River basin, lying between West Boston Bridge and Harvard Bridge, in such places and to such depths as the Board of Harbor and Land Commissioners, having

due regard to the requirements of navigation, the improvement of said basin and the quality of material suitable for such filling, shall from time to time prescribe. All the work in tide water shall be subject to the provisions of all general laws applicable thereto.

Section 3. Said City shall be liable to pay all damages sustained by any persons or corporations by the taking or injury to any of their land, real estate or property for the purposes aforesaid, under and by virtue of this Act, so far as provision for the payment of such damages has not heretofore been made by chapter three hundred and forty-one of the Acts of the year eighteen hundred and ninety-two and the amendments thereof; and the proceeding for the recovery of such additional damages, if any, as to the time and manner of recovery, and in all other respects, shall be the same as provided in said Act and said amendments.

Section 4. This Act shall take effect upon its passage.

Approved June 6, 1896.

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Commonwealth of Massachusetts.

(Chapter 169.)

In the year one thousand eight hundred and ninety-seven.

“An Act Transferring to the Park Commissioners of the City of Cambridge all the Powers and Authority now Vested by Law in the Board of Aldermen in Relation to the Removal of Trees.”

Be it enacted, etc., as follows:

Section 1. All the powers vested at the time of the passage of this Act in the Board of Aldermen of the City of Cambridge, in respect to the removal of trees in streets, roads, squares, courts, parks, public gardens and other enclosures, are hereby transferred to the Park Commissioners of said City, and said Commissioners shall hereafter have exclusive power to act in respect to the removal of such trees.

Section 2. This Act shall take effect upon its passage.

Approved March 18, 1897.

## Commonwealth of Massachusetts.

(Chapter 469.)

“An Act to Authorize the City of Cambridge to Incur Indebtedness beyond the Limit fixed by Law for the Purpose of the Extension of the Esplanade.”

Be it enacted, etc., as follows:

Section 1. The City of Cambridge by its City Council is hereby authorized to issue from time to time, or at any one time, in addition to the amounts now authorized by law, notes, scrip or bonds to be denominated on the face thereof, Cambridge Charles River Improvement Loan, the total amount thereof not to exceed one hundred thousand dollars, bearing interest not exceeding four per cent, per annum, payable semi-annually, the principal to be payable at periods of not more than forty years from the issuing of such notes, scrip or bonds, respectively. The proceeds of said loans shall be used for the purpose of the extension of the Esplanade, so-called, from the northeasterly end of the Esplanade, as now constructed, to Main Street.; to pay the damages sustained by any person or corporations by the taking of or injury to any of their real estate or property for the purpose aforesaid; to meet and provide for the construction of the said Esplanade, including the cost of a sea wall and the filling of the flats included within the limits of the land taken, held or purchased for the extension of said Esplanade, and for all other costs and expenses incident thereto.

Section 2. The provisions of sections ten and eleven of chapter twenty-nine of the Public Statutes shall, so far as applicable, apply to said loan.

Section 3. This Act shall take effect upon its passage.

Approved June 5, 1897.

